



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July 2003

Letter from the editor

OVTC drive and picnic in Prescott.



A heartfelt THANK YOU goes out to Brad and Lynn Pilla and family for, again, hosting our summer BBQ at their home. After several days of continues rain, we woke up Sunday morning to sunshine and blue skies. Club members assembled at the 'club house' and drove to the Pillar's home where a BBQ was prepared for us. Wilf and I, coming from the opposite direction, missed out driving with the club, but met up with the gang at Brad and Lynn's and enjoyed a nice get-together with everyone.

Thanks also to Louis Boucher who, at this weeks club meeting, gave us a photo presentation of his on-going restoration of his TR3 A. This extensive work, which started in 1999 with the purchase of two badly rusted cars, has every Triumph enthusiast's attention. He's literally piecing the body together, panel beating and fabricating every square foot of sheet metal on the body tub.

Club members were also happy to greet Mr. Huddleson, Dave's dad, in our midst, who surprised us by bringing his newly restored 64 Triumph Sports 6 {Vitesse 1600} to the meeting. Pictures at the club's web site.

Welcome to the club a new member, David Lesley with a 75 TR6, and welcome back David Jones- Delcorde.

Letters to the editor

Liv,
Thanks for the honorable mention in the newsletter! I would like to clarify, I did not say I had problems with the carburetor, it is the alternator. You see, the carburetor is a Holley, and American piece, the alternator is a Lucas.

With the lights, heater and electric cooling fan on, driving at low speeds it does not produce enough power to keep the battery charged.
My car simply likes to go fast!
Regards, John A. Tierner

Rocket fire

I dream a dream that came to be
Reflecting back to time
When vintage jewels of gleaming steel
Emerging from my mind.

I see a treasure, fiery bright
An object of desire
A little car, a streak of red
Moves like the wind on fire.

It's born to run, it longs to fly
Lifting me high and higher
Crossing the gate to paradise
By means of rocket fire.

I triumph in my wildest ways
Over metal, chrome and steel.
I race the shadows of my dream
Behind a tiny wheel.

I dare the devil catching me
I scream to be set free;
A blaze of lightening from the past
Engulfed by smoke and gas.

And, when the thunder rumbles low
I wake to face my dream
My Triumph's waiting quietly
Embrace reality.

Livia Haasper

Snapshots of some OVTC members at the picnic in Prescott



Ken and Veronica Shillito, TR6



David Huddleson, TR&/8



Bob Thomas, TR6



Brad Pilla and friends

Planes and Automobiles in Kars

On Sunday, June 8th, Wilf and I attended the 'Planes and cars' show in Kars, Ontario. When we got there, about 15 -20 cars were lined up for the show, many of them American oldies, a few modern sports cars, a few motor bikes, and one lonely TR8, owned by our very own Dean Hummel, who had to be convinced to join the group of exhibitors.

We spotted a nice 1959 Austin Healey, and a 67 Alpine Sunbeam with a 1725 racing engine, both owned by Frank Kewley; also, a very nice Tiger, sporting a Ford V8, 289 cu-in, 164 bhp, engine. Then, not to be overlooked, a wonderful Jag E-type. Interesting to see was a 61 Volvo, lovingly restored by Rob Funnekotter, a wonderful classic indeed.

A walk out to the airfield.....wow, wow, wow.....lots of little planes, Cessna's ultra light, kit planes, many gliders.....and, I wanted a ride..... We spotted an air craft of Michael Potters, part owner of Cognos, who apparently, owns several air crafts and employs a corporate air plan mechanic.....M. Potter had his 'Beechcraft Stagger Wing' at this show, beautifully restored, after 7 500 hours of restoration work. Well..... got to talk to the mechanic.....

What do I find out???? M. Potter owns a Spitfire air craft!!!!!! And, it's located at the Upland air field, the military base in Ottawa.....Not only this, people were waiting for the word that this air craft may be on it's way to this iddy bitty air strip in Kars.....I couldn't help it to let the nice man know that I ALSO own a Spitfire!!!! His eyes lit up in surprise, but I had to admit that my Spit sported the words "Triumph" on the boot lid. The man showed a great sense of humour, a down to earth guy, my kind of person.

I asked him when/if the Spitfire air craft would arrive, would he let me drive up and park beside the plane for some pictures. He thought this was a marvellous idea. He even came over for another chat and to check out my Spit "Firefly". So, we waited in anticipation. Sadly, we found out, the fly-in was cancelled. The Air craft had just been painted and wasn't ready in time. But, the nice man assured me that this air craft would be in certain shows in the future and his offer of a picture would stand as a rain check.....So, this was a close call, exiting to the point of nerve wrecking. I'm going to take the man up on his offer, should the chance ever come up.

The moral of the story: When you don't expect great things of an insignificant event, sometimes life surprises you in the most unexpected ways.

Liv

Something of interest:

This letter was received by Viv from a TR3B owner in Belgium and may be of interest to some people.

Hello, Vivien Kaye,

we, members of the TR Register Belgium, just had the Jabbeke re-run in Belgium. This, on the occasion of the 50th anniversary of this event. OVC 276 is featuring your web site and OVC 276, now under Belgian ownership, played a prominent part in this celebration, as the engine in OVC 276 once was in the Jabbeke car. Guests for the weekend were Paul Richardson and wife. Unfortunately, Ray Henderson couldn't make it. Also the chairmen of the UK, German and French clubs attended this event. In total more than 175 TR's attended the memorial re-run on the measured mile near Jabbeke. I am sure, some club magazines (ours in Belgium for instance, but also TR action) will have an article on this event.

Reason for the email is, I have a TR3B and collect data on TR3Bs, with the ultimate goal to see how many of those are still about, trying to analyse the data and publish some articles on it for the different TR magazines. So far, most clubs have been very cooperative providing data on commission number, engine and body number and color scheme. Also, on providing the name of current owner and whereabouts (province, no address needed). This way, I have collected data of more than 125 cars from as far as New Zealand, South Africa, Scandinavia etc. Are there any TR3Bs in your club and would you, the owners, be willing to share the data with me for my database?

Regards Gertjan van de Klashorst TR Register Belgium, Int. coordinator, e-mail

[<gertjan_van_de_klashorst@mastercard.com>](mailto:gertjan_van_de_klashorst@mastercard.com)

Get your bearings

1 hour ago I received a call from FedEx at some remote area code. The conversation went something like this:

<PHONE RINGS>

FE agent: "Is this Terry Thompson"

Me: "Yes"

FE agent: "Mr. Thompson my name is Sandra XXXXX, Are you expecting a package from the United Kingdom?"

Me: "Yes"

FE agent: "Mr. Thompson does this package contain bearings?"

Me: "Yes. It should. I did order some bearings from the Uk recently"

FE Agent: "Mr. Thompson, if this package contains bearings you can NOT have it imported into this country."

Me: <pause> "Excuse me...what...why?"

FE Agent: "Mr. Thompson, the packing slip says that they have shipped you Camshaft Bearings? Is this so? If so, we cannot deliver this package to you."

Me: "Yes. I am expecting a camshaft, some camshaft bearings, and some valve retainers from the U.K....I don't understand..."

FE Agent: "You can not have bearings imported. Does this really contain camshaft bearings?" saying....Yes. there SHOULD be bearings in the package, I'm expecting but they are not bearings in the sense that they are roller bearings or ball bearings or something of that sort....Is there a problem with bearings?"

FE Agent: "Can you describe what they are?"

ME: "Um, they're sort of like circles of metal that are cut in half. A shim of metal that goes between the camshaft and the engine block."

FE Agent: "They are steel?"

ME: "Um. I think so...I'm not really sure...Some sort of tri-metal compound, I assume...Steel, copper..I think...um alloys of some sort"

FE Agent: "So I can call them Shims?"

ME: "Uh....<pause>...Yes. I suppose you can call them whatever you like. But the British call them Camshaft bearings....<pause>...Though I think they could better be described as a shim." (((<-As you can see here, I'm still not getting it.)))

FE Agent: "Okay, Mr. Thompson, I will call them shims..." <Hang-up phone>

ME: "What the hell....?????????"

My sister thinks that the FedEx agent thought that "BEARINGS" may have been some sort of produce...Like BERRIES...Eldarbearings? Strawbearings?Or maybe she thought I was importing an animal? Perhaps a very small oriental bear from the far-off region of "camshaft". I'm still puzzled. But I hope my shims get here soon. I'm hungry. :)

Terry Thompson

Book review by Howard Baugues

"In the Shadow of my Father & Life at Triumph" by John Macartney

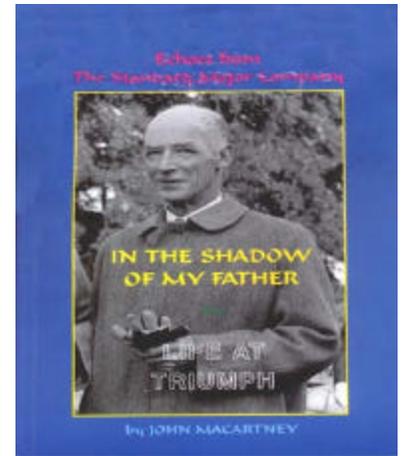
This book is in two parts, the first, ***"In the Shadow of my Father"***, starts off by taking you back to the end of the nineteenth century, to a time much different than our own, and in places many of us have seldom heard mentioned. ***"In the Shadow of my Father"*** is a chronicle of the life of Charles Macartney, the author's father, who was born on Christmas Day, 1898, in the most unusual of circumstances. Charles worked at Standard Motor Company from 1920 to 1945, then again from 1954 to 1961.

Charles wore many hats within Standard during these times, some of which were Field Service Engineer,

Service Manager, Chief Inspector, a dual role of acting Works Manager and Quality Manager during World War II, and finally as Quality Engineer. His thoughts and insights are shared with us through his son's remembrances of life during that early time in British automotive history. This insight tells you of what life was like in those early years, the hardships that men of Charles caliber dealt with on a daily basis. It shares with the reader, the pride that Charles had for each car that rolled out the door. Charles served in the RAF during WWI and his discipline carried with him into everything he did at Standard.

As you read through Charles life at Standard, you see many famously familiar names, such as John Black and Harry Ferguson. Charles Macartney worked for and with them as Standard Motors grew and eventually became Standard-Triumph. Charles retired from Standard-Triumph in 1961, just after Leyland had taken control. That was to be the start of the end, as mergers and changes at Triumph were set in motion.

"Life at Triumph" is the second part of the book. It picks up not long after Charles retirement from Standard-Triumph, when the author, John Macartney, started working there in 1966, first in the factory, then at the Berkley Square Export Sales Office in London. *"Life at Triumph"* is a collection of short stories about the author's experiences during his tenure with Standard-Triumph Sales Limited from 1966 through 1972, along with memories of several others that worked for the Company during that time.



When you read these stories, you will realize how snakes had a re-occurring role in the Macartney family's life story. You will share the feelings that John experienced when he damaged the front wing of a Herald, only hours before he was to deliver it to Royalty. This writer was so intrigued with this particular story that I had to write the author to find out "who" the Princess was that took possession of the once damaged Herald. It was Princess Grace of Monaco. You will also ride along in test drives taken by American tourists and travel through "The Hurler" as one GT6 owner experienced his test drive in a Herald 1200 with extra pep.

John shares with us some company documents and procedures that were commonplace during his time with the Company. In reading the order acknowledgement procedure for new Triumphs, is hard to imagine how a company as large as Standard Triumph ever stayed in business as long as they did. It also explains why delays were common in those days, and how John and the staff had to deal with American tourists, passing through to pick up their new cars, that weren't always there. In 1972 John left Leyland and joined BMW, where his career was centered around replacement parts for the automotive industry. Later, John worked at the British Motor Industry Heritage Trust, caring for some of the very cars his father and he had a hand in making and selling.

The Macartney family shared in the Triumph experience through two lifetimes, and this book shares with us the inside story of how our favorite cars were made and sold. The end of the book lists some e-mail queries received via Internet by John. Now retired from the BMIHT, John Macartney enjoys his leisure time in England as a writer and as a consultant on several e-mail lists concerning Triumph automobiles.

"In the Shadow of my Father & Life at Triumph" contains a section in the middle with period photographs of some of the people and automobiles that were present in Charles & John's life. One photo shown here is the Standard Triumph Service Department on Western Avenue, London. The other photo is of Charles with John nestled in front, "in his father's shadow".

I consider this book a must have for any Triumph auto collector. It shares a side of the British automotive history not given in any other accounts. In the UK, John sells his book directly and can be contacted at XYZ. In the US & Canada, you can purchased the book by contacting BritishToolBox at 800-487-3333 or their website at www.britishtoolbox.com

Upcoming events

English Breakfast, every 3rd. Sunday at the Broadway Bar and Grill in Ottawa, 1896 Prince of Wales Dr. near Fisher. For more information contact Hil. Goldberd Tel. 692-5381 Cell 291-6616, e-mail wilur@magma.ca

July 12th and July 13th, Summertime Automotive Festival in conjunction with the Capital Classic Show Jumping Tournament, Nepean Equestrian Park, Corkstown Road, Nepean, Ontario 2003. Collector dash plaques to the first 100 entries (a different plaque each day). Trophies and over \$1000 in door prizes. Entry fee \$5.00 for one or both days. Registration 9:30 am to 12:00 noon. Open from 9:30 to 4:00pm. Open to all years, all makes, including motorcycles. (Larry Way 613-446-4717)

July 13. Merrickville Car Show Held on the shores of the Rideau River. Organized cruise through Merrickville after the show at 4pm. Contact Tim Dyer at kingscreektrees@aol.com or 613- 253- 4126.

July 22, OVTC meeting and another ice cream run

July 24-27 2003, The Canadian Classic in Orillia-Muskoka, by the Toronto Triumph Club. This year, you'll see a return to the traditional Canadian Classic format, including a registration and hospitality suite Thursday evening, a grand, 150km, tour through quaint villages and rugged terrain of Muskoka Highlands, followed by a pig roast, on Friday, BBQ lunches and late afternoon gatherings, and All Triumph Car Show and Judging event on Saturday, a Gala Banquet, with awards presentation and door prizes and a fun-kana motor sport activity.

<http://www.torontotriumph.com>

Chairman is Robin Searle at 416 971-7902, cdnclassic@torontotriumph.com

July 27th. Rally in the valley, annual Tierney rally, to be confirmed.

August, 7th - 10th. TRF summer party and VTR National convention at Armagh, Pennsylvania, \$US 79.95, if registrations are received before June 30th, per person for Canadians only, for the weekend. The VTR holds a very detailed concourse show on Friday morning, drive-in theatre event Thursday night, participants "choice car show" will be on the street on Saturday night, a hill climbing event, amongst many others, has also been added. There is camping on-site as well as lots of motels within 15 miles all around. To register call TRF at 1-800-234-1104 or fax, 814-446-6729 or log on to www.the-roadster-factory.com,

August 12, 2003, Poughkeepsie Sports Car Club 2003 Track Day, Pocono International Raceway - North Course \$175.—US. The track's website is: <http://www.poconoraceway.com/> We will have instructors available that will hop in your car, and help with the lines on the track, etc. There will not be an instructor assigned to you that drives with you for the entire day. We hope to have around 20 cars on the track at once. We will have a minimum of three 20 minute sessions, we are hoping for four. Send Check or Money Order to: M&M Auto of Rhinebeck, 6244 Route 9, Rhinebeck, NY 12572 Make check payable to: Poughkeepsie Sports Car Club.

Please also include the following information: Name, address, city, state, zip, phone, and email Drivers license: state, number, expiration date Car: make, model, year, whether stock or modified, list of modifications to engine, body, and chassis. List all track experience. Any questions please call: 845-876-6209 days, 845-876-3164 eves, ask for Mark email : jim5@us.ibm.com

August 17th. Club drive and BBQ at the Shillito's in Ingleside, to be confirmed....

August 24, 2003, Boot'n Bonnet 14th Annual British Car Day, Participant choice judging, Dash Plaques, BBQ lunch, Vendors, Draw Prizes Admission: \$20.00 per car, includes BBQ lunch for 2. Brian & Linda Thomas 613-385-1947, thomasl@post.queensu.ca or Wes & Glenda Meyer 613-386-3797, email olden@kos.net

September 21 2003, British Car Day, Bronte Creek Provincial Park Oakville, Ontario, details to be confirmed.

Oct. 4th. 2003 MCO Land O' Lakes Sports car Rally A very friendly, very basic, tour rally to raise money for the Cdn Cancer Society. Please spread the word, and I hope you can all make it. Craig Hamm Organiser.

The list of events will be updated monthly, as the info is forwarded to the editor.

Classifieds

Wanted

Economically repairable driver's side front fender for TR2 or TR3. I am having the car restored at a facility in NY State. Please contact Russell Jacobs at RJ Cars restoration shop. jacobs@RJCars.com Tel: 607 324 8325

Front seats for a GT6+ Call Peter Jeffrey: 613 254 7484, e-mail: pjeff65046@aol.com

Running Spitfire engine/transmission Mk 3 -1500, plus possibly driveshaft"
613- 832-1637. Kyle.VanRiemsdyk@ontracinc.com

Spare parts needed for a 65 Triumph Mk3, doors, seats, bonnet and other various parts. Bill Johnston,
<bwhjohnston@ripnet.com>

Looking for a differential for a '76 Spitfire. David Cruise Malloy, Pd.D.
Email: david.malloy@uregina.ca, (306) 585-5186 (Office), (306) 337-2444 (FAX)

Roll bar for a Spitfire . Chris Romer, cromer@videotron.ca

For sale:

1963 Triumph TR4 for sale. Has a new top, brake work, new brake lines, carbs have been rebuilt. Engine does not use oil and is equipped with headers. Has custom exhaust. Requires new master cylinder and voltage regulator. Also could use paint [is not a show car, but could be].
Price \$ 5500.--. Reason for selling. Moving and have lost storage. Call Pat Onions at 705-752-5678

A set of GoodYear Allergra P155/80R13 79S, purchased in May 2001 and run till Nov 2001.
Paid \$210 asking \$125 O.B.O, reason for selling: I'm running different rims and the tires are too narrow.
Andre Rousseau, andre@justdrive.ca

Red 1976 Spitfire 1500. Car is in very good condition, both body and mechanicals. New tires last year. Very nice mag wheels. Runs well. Some service records. Appraised in 1995 by Leideckers at between \$4,800 and \$5,200. It's my daughter's car. She wants a motorcycle instead? Asking price? How does \$4,500 sound?
E-mail: kochco@magma.ca Please ask for Karl at 613-731-2645. Please leave a message if we cannot get to the phone right away.

TR6, 1975, white (not original), 60,000 miles. New S/S exhaust, newer top, 1 year old electronic ignition. Runs well, weakest point is the seats but they're not that bad! I'd like to sell it to someone who'll appreciate it.
Dave Joyce Tel. 613 226-2102, <dwjoyce@sympatico.ca>

Good quality used Spitfire parts, from head lights to tail lights, 1966-1980, Engines, dual carbs, Webbers, glass, body parts, interior trim, speedos, tachs, e-mail any questions. Home: r&lrcraig@telus.net,
work: robin@auto-recycling.com

Goodyear G800 Redline radial tire, size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked.. I need room so make me an offer. Alain 613-742-1557. mittimus@cyberus.ca

1970 Triumph GT6+ roadster, red with black interior, 4 speed electric overdrive, top 4 years old, front and rear suspension replaced \$6,500.00. Contact Jeff Dodds @ 523-6395 (H)

1974 TR6, original Texas car, factory air conditioning, total restoration, no holding back on cost, magenta color, new interior, everything rebuilt, totally orig, except twin stainless exhaust system, red line tires, fresh painted wheels, new top with reflective stripe, a unbelievable car, \$22 000 cdn, or best offer, pics of every angle sent by request, <mailto:srobby0511@rogers.com>

1968 Spitfire, 55,000 org Mi .Runs well, looks great, red, new suspension, battery and tires. Must reluctantly let her go to a new home! \$7,200.00, OBO, 819-684-2517. D.Symons, dmsymons3@yahoo.com>

1971 TR6, 71 000 km, body sound, \$ 8 500.—Bernie Machado, 658- 3070 e-mail Machadob@UCDSB.on.ca

Please note: Ads will be published for the duration of two month only unless I'm notified otherwise.

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car clubs.

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK).

OVTC Executive for 2002-200

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Past president

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