



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club  
Winter 2011-12



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## OVTC Website Relunched

The OVTC website has been revamped and updated. Check out [www.ovtc.net](http://www.ovtc.net) for the latest club news!

### NEXT EVENT

OVTC Winter Bash (see page 4)

Jan. 21, 2012

Tim and Sue Dyers, 427 Kings Creek Road, Beckwith



# WALLY'S WORLD (aka President's Message)

**By Walter Cotie**

Having been elected by acclamation to the post of President of our club, my first duty is to thank the members who were present at the meeting that elected me. My second and very important duty is to thank the now Past President, Don Leblanc, for his long eight-year term as President.

During this period, there were several substantial projects including:

- the establishment of the annual All British Car Day where Don was the kingpin, and which is an ongoing event to this day;
- sponsorship of the Canadian Classic in Ottawa in 2011 in collaboration with the Toronto Triumph Club.

These projects were in addition to his responsibilities to the club as President. Thank you, Don.

We have a full slate of officers as a result of these elections:

Vice President\*: Tony Davis

Past President\*: Don Leblanc

Treasurer/Membership: Stephan Briere

Webmaster: Mike Graham

Overdrive Editor: Martin Burt

Events Coordinator\*/Communications: Pat Mills

Regalia: Tom Prosper

Several of these positions (marked with \* above) have been vacant in recent years, and I am pleased to have them filled. We look forward to an eventful and enjoyable year in 2012.



I joined the OVTC in 2009. We had gone to the Aylmer Car show, and while there met Louis Boucher with his beautiful apple green TR3A. He told me of the club, then I went on the net and found the website.

My interest in Triumphs goes back to the year I graduated from the Royal Military College in Kingston. At the time, I was in need of a vehicle to get back and forth to Camp Petawawa that summer and to get to Vancouver in the fall to finish my studies at the University of British Columbia.

After looking into small British cars, I settled on a choice between MG and Triumph. I then bought a 1960 TR3A which was white with a red interior and black top. I always liked the car, which served me well but only for 2 years. In 1962 I was being shipped out to NATO forces in Germany and had to sell it.

In late 2009, coming up to the 50th anniversary of graduation, I spotted the corner of a TR3 peaking out from under a tarp in a carport in a house nearby. I then went to the door, made arrangements to see the car with the owner and bought it.

I now have another restoration project!!!!\_ \_ \_ \_ \_

Walter Cotie



# EDITOR'S EXHAUST

By Martin Burt

First off, my apologies for the long delay (again) since the last Overdrive. I had intended to get an issue out in mid-December, but life got in the way with the pre-Christmas rush and the excitement of the holidays. I am hoping to be a little more consistent this year and will be trying to get an issue out every 2 months.

Speaking of Christmas, did Santa bring anyone Triumph-related goodies in his sack? Or are there any New Year's Resolutions to complete any projects on your car this winter? If so, why not send in an article or some photos for the newsletter. Or volunteer to tell us about it at a club meeting.

As you know, there were some big changes in the club executive at the elections in October. After many years at the helm, Don has decided to take a well-earned break and stepped down as President. Don was President when I joined the club in 2004 and I'd like to thank him for all his hard work in organizing the many, many events during his tenure. I'm also looking forward to the next year. We have a number of new faces on the executive and there's a really good mix of both long-time and relatively new members that will give some real energy to the club. Under Walter's leadership, we've already had a couple of executive meetings and I think it will be another event-filled year. But remember that the club is only as good as it's members so join in, participate or even run an event.

Next weekend is the Winter Bash at the Dyer's. If you haven't been before, this is probably the club's most popular social event and is certainly the highlight of the winter calendar. Don't be shy, bring your wife/partner/SO and kids and spend a pleasant afternoon chatting around the fire and experiencing Tim and Sue's hospitality (and some great food). After that is the Darts Tournament in February and then we'll be back to our regular club meetings on February 28.

The event I'm most looking forward to this year is the 6-Pack TRials in Niagara Falls in September. This club for North American TR250 and TR6 owners, holds an annual meeting and for the first time ever it's being held outside the US, hosted by some of our friends from the Toronto Triumph Club. Triumph owners travel from all over the US and Canada to attend this 3 day event. A group from the Wildrose Chapter in Alberta is already making plans to travel across country to attend. My hotel room overlooking the Falls is already booked and they'll be a few of us from Ottawa driving down, so why not make plans to join us.

Happy New Year everyone.

Cheers,  
Martin



**Cover Photo:** Mike Graham has done a great job updating the OVTC website. Take a look at [www.ovtc.net](http://www.ovtc.net) for all the latest news and events. Don't forget to check out the password protected Members-only section.



## OVTC Winter Bash – January 21

The Ottawa Valley Triumph Club's Winter Bash takes place at the home of Tim and Sue Dyer. This is a BYOB potluck supper for all club members and their families. You are invited to arrive anytime after 2 p.m. Supper will be served at 5 p.m. Bring your equipment if you like to cross-country ski or snow shoe. There are trails everywhere. They'll have the ping pong table set up and if anyone wants a tour of the tree and perennial nurseries and greenhouses, Sue and Tim would be happy to oblige. When you get to the house, just come into the house through the garage, and then upstairs to the main floor.

You will find the directions to a great party with wonderful food below or the location can also be found on Google maps by entering "Beckwith, 427 Kings Creek Road, Ontario, Canada" or on MapQuest by entering "427 Kings Creek Road, Beckwith, ON, Canada".

From Ottawa, take the 417

Left exit onto the 416, before Kanata.

Exit the 416 at the Fallowfield Road exit (second exit).

Turn right at the end of the exit.

Go straight at the first light (Moodie).

Turn left at the next light, onto Richmond Road.

Follow this to the town of Richmond and go straight at the light, crossing Eagleson Road (Drummond's gas on the right corner, Richmond Nursery on the left. You're now on Perth Street in Richmond).

Go straight through the town of Richmond, do not turn.

After Richmond, continue to follow what has become highway 10 for about 13kms.

At the 4-way stop (Dwyer Hill Road), go straight. (Landmark: JTF2 anti-

terrorist base on the right corner Go 3kms and turn left onto Ashton

Station Road. This is just as you enter the village of Prospect (note you will first see an Ashton Station Road to the right. Ignore it). Take the first right (it's after about 2kms), onto Kings Creek Road.

We are number 427, about 2kms on the left.

If you are coming from Smith Falls or Carleton Place take Highway #15 to Franktown, turn east on Richmond Road (Hwy 10)), travel 5kms and turn right onto Brunton Side Road (Derry Side Road is to the left. Turn left at Kings Creek Road. Watch for #427 on your right.





# HAPPY 50<sup>th</sup> BIRTHDAY – TRIUMPH SPITFIRE



You'd act sassy, too...if your name was Spitfire.

 You can't blame a Spitfire for feeling exuberant. It simply outclasses everything in its price league.

Start one up. You're doing 50 in 12 swift seconds. Top speed is well over 90.

Rack-and-pinion steering and the smallest turning circle (24 ft.) let the Spitfire outmaneuver any other car.

And it's longer, lower, wider...and faster than the competition! More comfortable, too.

You'll pay a lot more than \$2199\* before you find another sports car with roll-up windows, disc brakes, and all round independent suspension.

And nothing, but nothing looks like the Spitfire... except maybe that plane.

**Triumph Spitfire!**

\*Suggested retail price MSRP plus state and/or local taxes. Slightly higher in West. Look for dealer in Yellow Pages. Overseas delivery available. Standard Triumph Motor Co., Inc., 212 Madison Ave., N.Y. 27, N.Y. Corvair 1452 Eglinton Ave. W., Toronto 10, Ont.



## British Car Day - Bronte Creek Park Sept. 18, 2011

By Barry Bowden

I was doing a tourist road trip with my Hot Rod builder cousin from Arizona in the Oakville area where he was born and decided to drop in at the Bronte ABCD. We got up on Sunday morning at the nearby Motel 6, and low and behold came upon Pat and Brian Mills loading their bags in the parking lot. I didn't have chance to see if anyone else in the club was attending but fate was on my side. Their helpful advice on which gate to go in was helpful as this was the first time I have attended. Neither of us had taken our Triumphs down there.

The show was quite spectacular and lives up to it's billing as the largest All British Car show in N.A. One could pretty much find every year and colour of Triumph, MG, Jag, Lotus, Sunbeam, Healey, Aston, Rolls, Bentley, TVR, Mini, etc. made. I was surprised to only see one Allard. Perhaps they had an event elsewhere or hadn't made it back from the Glen yet, where there are usually a lot of them. My cousin Greg had fallen in love with MGB's while we were at Watkin's Glen the week before and this show gave him a good education on all the differences between years. I even saw one exactly like the one I had in school as a road car (1967 BRG with wire wheels). Who knows, maybe it was my old car minus the snow tires and ski rack I had on mine back then.



I guess that since the original design of the DeLorean was re-engineered by Collin Chapman and they were ultimately built in Ireland, they were allowed in to the show. As it turned out they managed to attract 22 of them. Apparently the largest gathering in one place ever.

The ultimate fun road car there for me would have been the Lotus 23 Coventry Climax sports racing car similar to the Lotus 19 I remember seeing Stirling Moss race in at Mosport when I was about 12 years old. It was licensed and plated for the street as was a Lotus Eleven Sports racer. I wonder how they got that done?

As far as Triumphs there was a really nice yellow TR2. There just don't seem to be too many of those left these days. A few Stags and TR250's. and loads of TR6's and Spits, of course. There was a Marcos there (see blue car in pictures) that I have never seen. Perhaps someone in the club recognizes it and a Sunbeam Inline 2 cylinder Motorcycle I've never seen either. I imagine the rear cylinder would suffer from overheating like the old Ariel square 4 bike my Dad owned back in England.

All in all it was a good show and the weather behaved itself. Something unusual for a British Car show it seems these Days





## Interclub Darts Tournament - February 18



The annual All British Car Clubs Darts Tournament is being held at the Barrhaven Legion in the Crossing Mall at 3500 Fallowfield Road, Nepean. The mall is west of Woodoffe Avenue just across the railroad tracks. The fun begins at 1:00 p.m.

Rumour has it the Jaguar Club has been practicing. We need your help to win the trophy – come and join in the fun. It's been a long time since the OVTC has captured the trophy in this event we organize, so sharpen up your arrows and say **One Hundred and Eightyyyyyyyyyyyyy!**

## Regalia Update – Name Tags

By Tom Prosper

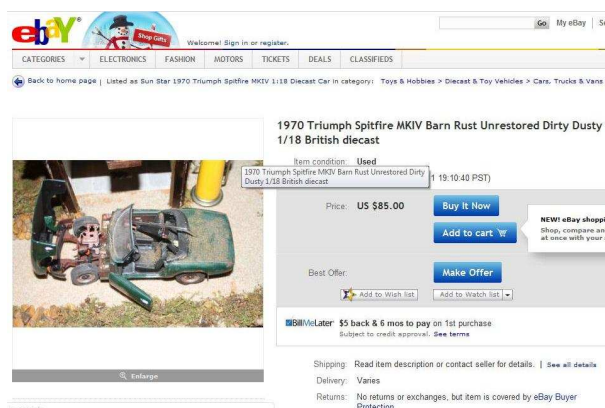
I will be ordering OVTC nametags very soon. Nametags are free for paid up club members and their spouses/partners and, if you haven't already done so, all you need to do is send me an email at [regalia@ovtc.net](mailto:regalia@ovtc.net) to request one. Please make sure to include your name and your partners name (if applicable) so I can make sure I get the spelling right.

If you miss this batch, you'll have to wait until I get enough orders to make another batch worthwhile so don't delay.



## \$85 Barn-find Spitfire on eBay

From André Rousseau





## Chappell Challenge Rally – Sept. 24, 2011

By Pat Mills

Saturday, September 24 dawned overcast and threatening, but we decided to go for it as we had memories of a great time two years ago at a Jaguar Club Rally when Don LeBlanc, his wife Janet, Brian and I had tied for second place. The Jaguar people were not amused..... In 2009 Marcus Chappell a member of the Ottawa Jaguar Club and a long time successful National & International Car rallyist had organized and planned the rally. It was so successful that he then planned another for the following year. In the meantime unfortunately Marcus Chappell died and the rally was never run. This year a group of his friends decided it was time to run the Chappell Challenge Rally in his memory.

Gathered at the start in Carleton Place were 18 cars from the following Ottawa based clubs: Jaguar 7, BMW 3, Mercedes Benz 3, MGB 3, Triumph 1 (where was everyone?) Mini 1. At registration a decision had to be made as to whether one wanted to enter the Question & Answer element where one follows the route given in Tulip Diagrams and answers the questions or the Time Speed Distance element where one had to maintain set speeds or times attempting to arrive at various Check Points at times calculated on the basis of the Average Speeds and Elapsed Times shown in the route instructions and answer the questions. We chose the later – bring on the challenge.....

At the drivers meeting we were instructed to set our watches with the official clock on the registration table. Brian went to set his watch and the hands refused to cooperate – one broken watch. My watch was also an analog watch - not easy to set to the tenth of a minute with the official clock. Note to self – buy a digital clock to use in the next rally. We were also told the rally actually started as you turned west onto highway 7 off McNeely Ave. Knowing that, Brian estimated it was a tenth of a mile to the beginning of the rally and set our trip odometer at 999.9 miles. We were given the instruction booklet 5 minutes before we were to be off. An odometer check was incorporated in the first 6.8 miles. That's when we realized our trip odometer wasn't working. The tenth of a mile went round and round, but the mile numerals refused to move. Regardless we had little trouble until in Section B we were asked at mile 8.2 to give the name on the sign to our right. With our broken trip odometer we were not sure exactly where 8.2 mi. was. There were two signs very close together. According to the results we chose the wrong one.....



As we headed up into the Lanark Highlands we encountered a scotch mist requiring at times the use of the windshield wipers. Suddenly the driver side wiper decided to part from the car and fell on the hood. Brian managed to pull over and retrieve it and on we went with only one functioning wiper. At the 8 minute pit stop Brian noticed the rubber blade on our one remaining wiper was split and torn. He quickly exchanged the torn blade with the better one now behind the front seat and on we went through Mississippi Station and Snow Road Station. Somewhere around Elphin or McDonald's Corners we no longer needed the wiper, but now the wiper motor would not shut off. Then it took on a mind of its own, it stopped, then took a swipe, then stopped again. As we drove out of the Lanark Highlands and down into Perth the scotch mist dried up and we no longer had to worry about windshield wipers.

With the help of a computer the results were quickly tabulated and are now posted on the Jaguar website at [www.ottawajaguar.ca](http://www.ottawajaguar.ca). Peter Whitworth of the OVTC was navigating for Lee Harrington in his Jaguar. They accepted second place for the Time, Speed & Distance element. Brian and I came in a respectable fifth. I wonder what we would have done if we had had a digital clock and working trip odometer or even God forbid a GPS.....

At the start of the rally, through the middle as we drove over a bridge and around a corner and at the end the same three people were seen always taking pictures. It turned out to be Hagen Hohn and his associates of 2H Photography. Last winter Hagen was a guest speaker at one of our meetings. At his website [www.2Hphotography.ca](http://www.2Hphotography.ca) our car is featured in four of the 9 pictures taken during the rally. While the rally revolves around cars and driving, it's the friends and new people we get to meet that make the event the success that it is. I'd like to thank the many people who were involved in organizing this fun filled event. Brian and I look forward to the next.



# OVTC Events Calendar – 2012

<i>January</i>	<b>21</b>	<b>Annual OVTC Winter Bash – Tim and Sue Dyer's</b>
<i>February</i>	17-26	Canadian International Auto Show, Metro Toronto Convention Center. Featured marque is Triumph.
	<b>18</b>	<b>Inter-club Darts Tournament – 1pm-4pm</b> <b>Royal Canadian Legion, Branch 641, 3500 Fallowfield Road</b>
	<b>28</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>March</i>	<b>27</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>April</i>	22	Ancaster Flea Market <a href="http://www.ancasterbritish.ca">www.ancasterbritish.ca</a>
	<b>24</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>May</i>	<b>22</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
	26 – June 3	British Car Week <a href="http://www.britishcarweek.org">www.britishcarweek.org</a>
	27	Hudson British Car Show, Hudson, Quebec <a href="http://www.hudsonantiquecarclub.com">www.hudsonantiquecarclub.com</a>
<i>June</i>	15-17	Varac 2012 Canadian Historic Grand Prix at Mosport
	20-23	Triumph Club of America (TRA) National Meet Little Switzerland, North Carolina
	<b>26</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
	29-1	Watkins Glen Sahlen's Six Hours of the Glen <a href="http://www.theglen.com">www.theglen.com</a>
<i>July</i>	<b>14</b>	<b>All British Car Day at Britannia Park</b>
	14	Brits in the Park, Lindsay, Ontario <a href="http://www.victoriabritishcarclub.ca">www.victoriabritishcarclub.ca</a>
	<b>24</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
	27-29	Toronto Triumph Club's 27th Annual Canadian Classic Location details later.
<i>August</i>	5	Brits on the Lake at Port Perry <a href="http://www.britsonthelake.com">www.britsonthelake.com</a>
	<b>28</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>September</i>	6-9	6-Pack Trials, Niagara Falls, Ontario
	14-16	British Invasion in Stowe, Vermont <a href="http://www.britishinvasion.com">www.britishinvasion.com</a>
	16	29th Annual British Car Day, Bronte Creek Provincial Park, Oakville, Ontario
	<b>25</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>October</i>	<b>23</b>	<b>Monthly Club meeting – Knoxdale Community Centre 7pm</b>
<i>November</i>	27	<b>Monthly Club meeting – Knoxdale Community Centre 7pm (Elections)</b>



## August OVTC Meeting – Kars, ON

By Kevin Kealty





# AUTOJUMBLE

## For sale

**Convertible Top Boot** in Biscuit  
Brand new, Everflex convertible top cover from TRF. Biscuit colour (caramel tan). Never removed from packaging. Asking \$225.

Contact Martin at [burt@sympatico.ca](mailto:burt@sympatico.ca) [1]

**WANTED:** Distance Tube for TR3 rear bumper. If you have one to spare I'm interested for my 56 TR3 restoration. Please contact Mike Graham at [triumph@lincsat.com](mailto:triumph@lincsat.com) or 613-258-2901. [2]

**FOR SALE:** Transverse Rear Leaf Spring for Spitfire 1500. Brand new still wrapped in original packaging. \$225. Please contact Stephan at 613-253-7851. [2]

**FOR SALE:** Hoffman two-post, chain drive lift, 8000 lb capacity, with 3HP motor. Located in Stoney Creek, Ontario. Please contact Ian at 1-905-662-3281 or cell 1-905-334-6927. Looking for \$250.00. [2]

**WANTED:** Driver Side Inner Bumper Spring for 56 TR3. If you have a spare please let me know. Would also be happy to borrow one to try and fabricate my own.



Please contact Mike Graham at [triumph@lincsat.com](mailto:triumph@lincsat.com) or 613-258-2901. [2]

*Submit your free ads to the Overdrive Editor ([overdrive@ovtc.net](mailto:overdrive@ovtc.net)) no later than the 1<sup>st</sup> of every month.*

*Ads will run for 3 issues before being deleted, unless you request an extension.*

## For Sale

Monza Exhaust System Triumph TR250 TR6-1971

This is a Monza Exhaust System for Triumph TR250 and TR6 to 1971 with a single exhaust system. This system starts at about the fire wall and goes all the way to the back of the car and finishes with four chrome tips. It offers a great sound with nice performance gains.

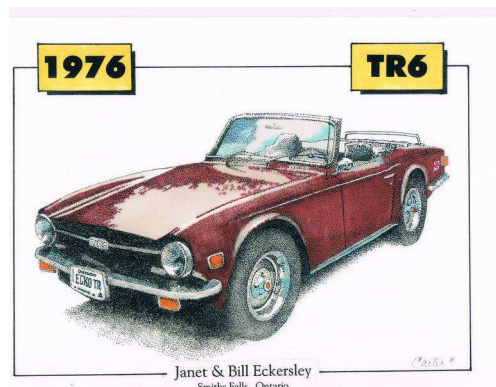


\$225

Call 613-695-0398 [0]

## Custom Pen and Ink Drawings

Janet Eckersley wanted to let everyone know about a local artist that produced a nice pen and ink drawing of their TR6 from a photo.



His name is Richard Carter and the price range would be \$75 to \$100 depending on size and detail required and that would include one 8 x 11 laminated print. He is happy to be contacted directly at 613-544-1018 or [rjacarter@hotmail.ca](mailto:rjacarter@hotmail.ca).



# OVTC MEMBERSHIP

## Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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 Barry Bowden  
31 Marchvale Dr  
Kanata, ON K2W 1C1  
Tel: 613-839-1110  
E-mail: [membership@ovtc.net](mailto:membership@ovtc.net)

## OVTC EXECUTIVE

### President

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