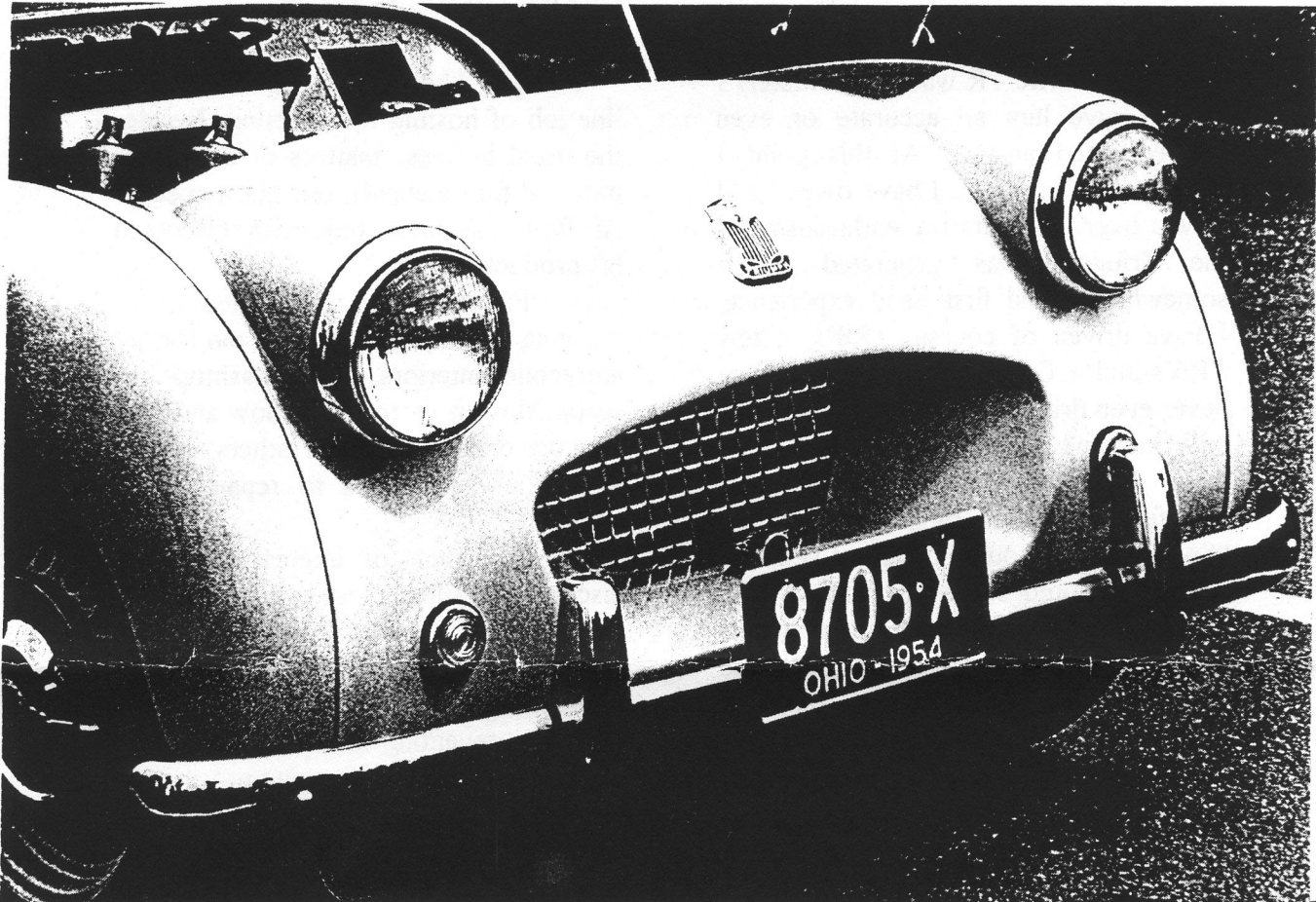




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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March 1997

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- * TR4 Rally Car
- * Monthly feature - TR2
- * and Much, Much More!

A Message from the President, John Tierney

The other day while talking to a machinest business associate I found out he was an ex-TR6 owner. He asked me what my favorite TR was. Unfortunately I could't give him an accurate or even well-educated answer. At this point I realized of all the cars I have owned and driven over the years my enthusiasm for the Triumph was generated by a somewhat limited first hand experience. I have driven of course, TR8's, a few TR6's and a GT6, but that is it. I have never even driven a TR2, 3, or 4 and can only guess what a TR7 is really like.

I talked about this with my wife, Jennifer, and she suggested that the "Spring Fling" would be a great venue in which we could share our "rides" with other members of the club. If someone was interested in driving my TR8 I could take them out for a short tour and perhaps someone could then take me for a spin in say a TR4 ? (How many members have a TR4, I wonder ?- Ed) This is just an idea, and I was wondering if anyone else would be interested. Who knows, maybe my opinion would change next time someone asked me what my favorite TR was. At the very least I would be able to provide a more educated answer.

My apologies for missing the February meeting. Unfortunately I was out of town on business. I understand Bob filled in and our guest speaker was helpful. Please remember to bring forward any suggestions for future meetings.

I also heard we have four new members (welcome folks) as a result of the exposure from the auto show. Thanks again to everyone for their

efforts. It's nice to know they produced such great results.

FEBRUARY MEETING

Bob Thomas stepped in and did a fine job of hosting our meeting. Besides the usual business matters of discussing past and future events, our guest speaker Al from Fibrenew Industries discussed his products.

Fibrenew is in the business of re-finishing and repairing plastic and leather automobile interiors, from dashtops to seats. Al went on to tell us how and why they use certain dyes over others, as well as various techniques to repair burns, tears, etc.

One item of interest was Al's discourse on silicon based products (such as Armor-All) which he does not recommend. According to Al these products actually seal the vinyl or leather, preventing them from breathing and in fact speed up the aging process. Fibrenew has mobile service and can be reached at (613) 724-0442.

INDIANA E-MAIL...

First Annual British Car Week has been announced for the week of May 12th. This is being spearheaded in an effort to promote and enjoy British cars, as well as to show off to all those who are not even aware that these treasured automobiles exist! Participation is quite simply to drive your car that week, which most of us do anyway.

SHELL 4000 RETRO RALLYE

The Shell 4000 Retro Rallye will be run May 8th through May 11th. Entries are accepted for cars up to 1975. For more info contact John Welter, Calgary Vintage Racing Club, 13112 Lake Crimson Dr.S.E., Calgary, Alberta, T2J 3K5

MARCH 24TH MEETING

Paul MacDonald has lined up a very interesting guest, who has the distinct title of "Curator-Automotive Collection" for the Museum of Science and Technology. Mr. D. Monahan will speak about the exhibits, many of which are not available for viewing by the general public.

Triumph season is fast approaching in Ottawa and excitement is building! Come get your Spring fix!

Prior to the usual 7:30PM start, Paul will be chairing a meeting at 6:30PM to set-up the organizing committee for the Richmond "Sporting and Classics" Car Show and Fleamarket to be held June 22nd. Come on out and join the fun, the club needs your support.

UPDATE F-1

The Lotus name could return to Formula One in 1998 if all goes according to plan. Team Lotus have the nucleus of what was the F1 racing team at their headquarters in England.

Lola launched their 1997 F1 car last month. The T97-30 will be powered by Ford engines until the team have completed the development of their own units.

Jacques Villeneuve has spoken out, saying that he thinks F1 is too slow. He added that "If someone other than Senna had died they wouldn't care so much about safety".

Alain Prost has signed with Ligier. In his new capacity he has taken control of it and is planning on calling it "Prost Mugan Honda F-1 Team".

Magnussen crashed his Stewart Ford in practice at the Estoril track in Spain, gashing his lower leg when the suspension forced its way into the safety cell. His times up to that point were quite impressive.



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OIL DRIPS

Sorry, nothing in - nothing out . . .

THE MONTHLY FEATURE

The TR2, the first, the original! A true, dyed-in-the-wool Triumph fanatic wants one of these, after all, it started the whole Triumph revolution (evolution ?). The real significance of the TR2 is in its historical nature, not in its performance.

There were actually two models of the TR2 - what came to be known as the "short" door and the "long" door. The "long" door was produced from 1953 until the fall of 1954. The doors of this model ran down to the bottom of the body panels. The "short" door model came into being as a result of two engineering changes: the first a result of smacking the door against a curb whilst trying to open it; the second to give frame stiffening properties to the body by adding the sill plate. The TR2 production ran until the introduction of the TR3 in October, 1955, but more about that in a later issue.

The TR2 had no real identifiable grill - just a deep squarish air intake with a protective grid in front of the radiator. From the side it had the traditional British style with high-crowned fenders and cut down doors. It did not have chrome trim, nor did it have door handles. In order to open the doors, one had to pull on a cable to unlatch the door mechanism. The convertible top was an ill-fitting affair which took two people to install. At the rear there was a flat removable panel which hid the spare tire, jack, and tools. Above that was a surprisingly large trunk.

Mechanically the TR2 had a 1991cc, 90 bhp, wet-lined four cylinder engine with twin S.U. carburetors which allowed acceleration to 60 mph in only 11.6 seconds. That was pretty quick for

its bulk. Stopping power was not very good due to drum cylinders all round.

The factory was quick to realize the potential of the model and reacted in a number of ways. First, it continued to boost the image by a very aggressive ad campaign. As well, it recognized the significance of performance and sponsored numerous rallye and race cars both directly and indirectly. The factory then went about adding various changes, such as a better fitting convertible top, optional overdrive, improved heating and defrosting as well as numerous other refinements.

It was the beginning of a new era for Standard Triumph. The world was their oyster.

(On a personal note: my first encounter was way back in Medieval days, just out of knickers and a cap! A friend of the family had what I called a "Noddy" car, which in fact was a TR2. No I can't remember having a ride, but I was allowed to sit in it! It was neat.)

NEW MEMBERS

WOW! Four new members signed up (and paid). Welcome to . . .

- Alex Bustard from Iroquois, is a Triumph afficianando.
- Brad Pilla from Prescott drives a restored 1980 TR7, and owns as well some very interesting classics: Austin Healey, Jaguars, M.G.'s, and a Lagonda.
- Mike Murphy owns and is restoring his 1972 TR6.
- Edgar Mitchell owns a 1962/3 TR3A which was the last '3' sold in the Ottawa area way back when. It should be on the road this Spring.

EDITORIAL

That last issue just about broke the bank, what with twice the usual postage, the additional cost of an envelope, more pages than ever to reproduce, etc. etc... In any event, there was a lot of information to get to all you wonderful club members. This and subsequent editions will not be so large. Besides, when will I find time to work on my TR4 and Viv's GT6 if I'm stuck in front of the computer in my spare time? So as the nicer weather approaches I, like most of you, will be sneaking off to the garage, tightening, polishing, and rebuilding this, that, and other things so we can enjoy our cars as soon as possible. However, I do promise to bring you up to date on all Triumph related happenings as I hear about them.

EUROPE BOUND

Between this edition and next edition, Vivien, myself and our daughter, Katie, are off to visit as many western European countries, including England, as is possible in a three week period. Besides the usual tourist stuff we will see, I've already been looking into what car shows are happening as well as local club events. Nothing is cast in stone at this writing, however there should be some interesting happenings to share with you in future editions of *Overdrive*.

(I wonder if I could talk the club into financing our trip, after all it is "business" related?)

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Registration Form

When? Sunday, June 1st, 1997
10:00 am and 3:00 pm

Where? The ByWard Market
(See attached Map)

Cost? Free for Registrants and the Public!

200 vehicles can be accommodated
Registration Deadline: April 30th, 1997
(Registration is on a 1st come, 1st served basis!)
One Vehicle per Registrant Please!

Please Fax or Mail this form to:
The ByWard Market Business Improvement Area
457A Sussex Drive, Ottawa, ON, K1N 6Z4
Fax: 562-3326 Phone: 562-3325

Name: _____ Club: _____

Address: _____

Phone: _____ Fax: _____

Year, Make, Model of Vehicle: _____

We will send you a confirmation and information package two weeks
prior to the show! Thank-you!

TR4 RALLY CAR SEQUEL

(Pat Onions)

Prior to the 1965 Shell Rally, my navigator Doug McLellan and I entered the Canadian Winter Rally, a 1500 mile International Rally run primarily in Ontario in the dead of winter. The TR4 was completely stock save for a roll bar and a set of Firestone snow tires. The rally ran through a very bad ice storm that eliminated a good number of cars. We, however, finished with nothing worse than a broken rear shock arm. Ford claimed a big victory with their new Mustangs in the "sports car" category. We protested. Our protest eventually went all the way to Europe to the F.I.A. who upheld our protest that the Mustang did not meet the requirements of a sports car, and nine months later awarded us with 1st place in the Sports Car category.

By 1965 the Shell Rally had gained a good reputation as a tough endurance rally. As an international rally that counted points toward the World Cup it did attract several European drivers of note. Paddy Hopkirk of Mini fame, Roger Clark and Henry Taylor driving Lotus Cortinas for Ford of England, Olivier Gendebien, a Frenchman driving one of the factory Volvos, plus the stunning Rosemary Smith who drove a rear engine Hillman Imp for the Rootes Group of England, are a few who come to mind. On the other hand, our domestic car manufacturers who had not already recruited our top Canadian drivers went to the racing circuits and hired top racing drivers such as Frances Bradley, Al Pease, Klaus Ross and Eppie Weitzes. Studebaker, who had won the first two cross-Canada rallies, hired Pedro Rodriques, a Mexican who was a

Formula One driver for B.R.M. Chrysler hired David Pearson of NASCAR fame, and Scott Harvey, a Chrysler engineer was driving his much modified Barracuda. I had run against him before in the Winter Rallies and he was a force to be reckoned with as he ran in our class. The factory teams had support crews that followed them accross the country, carried spare parts and made all the arrangements for them. Private teams, such as ourselves, had to make all our own sleeping arrangements plus carry our own baggage, two spare tires, spare parts, tools, etc., etc. The fact that we had arranged to stay in private homes was good from a monetary point of view, but by the time we got to the house, ate a meal that was reheated because we didn't arrive when they thought we would, resulted in us only getting about four hours sleep per stopover. Driving 12 to 16 hours a day under all the conditions you could encounter, physical fatigue really began to set in. Many crews complained at the end of the rally - as a result they cut the driving time down and started the 1966 and 1967 rallies from Vancouver to get the mountains out of the way early in the race.

By the time we got to Alberta we realized we were doing reasonably well as a private entry. We were also running neck and neck with Scott Harvey (driving the Barracuda). However on our last night stop-over before Vancouver, we blew it. We overslept and by the time we got to the start we were 20 minutes late. Driving like mad (and I mean mad!) I made up some time before the first control, but it did result in several points lost. Except for the episode where we lost all the wheel nuts off a rear wheel (related in the January issue of

Overdrive) we arrived safely in Vancouver.

The results of the rally were the Canadian team of Klaus Ross and John Bird, driving a factory Volvo, winning for the second year in a row. The best European was Olivier Gendebien (another Volvo) who was third. Scott Harvey (Barracuda) was fifth overall and won Class 3. Our **TR4** was thirteenth overall and second to Scott in Class 3. At the last moment in Montreal we formed a private team with Jim Callon from Sault Ste. Marie in his Mini Cooper, Joe Mazuch from Montreal in his Skoda and ourselves. This group won the Private Team Award. The **TR4** was also fifth overall in the Private Car category. As for the big name competitors, on the first day David Pearson buried his Dodge so far in the bush you couldn't see it. Pedro Rodriques (F1 fame) took a great deal of 'ribbing' because of his short 5 ft frame propped up on cushions so he could see over the steering wheel. We ran behind him on a narrow, wet, greasy road. Doug said "pass him, he's costing us time", so I flashed on the driving lights. He didn't slow down, but I slithered past him only to look in the rear view mirror to see him disappear off the road into the bush. We passed him again on the Prairies, this time spraying him with gravel and pot-marking his windshield in several places. All he said was that we Canadians were crazy drivers!! Pedro didn't finish as his engine (Studebaker) gave up somewhere near Calgary. Also, sorry to say that not much later after the Shell Rally, Pedro was killed during a Formula 1 race in Europe.

The climax came during the awards ceremony when over the PA system there was a phone call for my navigator, Doug

McLellan. Several minutes later, Doug returned to the table completely sober and ashen white. His wife, on her first pregnancy, had given birth to twin girls, one month prematurely. After more phone calls to assure Doug all was well with the new family, we raced the car Sunday (the next day) at Westwood Racetrack with the other rally cars. We left Westwood about 4:30 p.m. and drove straight through, save for four hours of sleep, to arrive in North Bay on Tuesday at noon to unite the new father with his family.

Although a Porsche coupe (classed as a sports car) beat us, the **TR4** was the highest placed *ragtop* sports car of all the rallies run across this great Canada!

(Pat - thanks for the contribution to Overdrive - which reminds me of John Tierney's editorial last month. ...who the heck ever said Triumph's weren't reliable? Man, this TR was beat up and still delivered the goods! - Ed)

WANTED

I'm looking for an inside door handle lever from a GT6 or a Spitfire, right hand side please. Call 692-1880 if you have one you can part with s.v.p.

F Y I

Did you know that the Volkswagen Beetle had the title of "most vehicles made" status stripped from them by... (hold onto your hats) - the Ford F Series pick-up truck! That's right, happened in January of this year.

MORE EXPOSURE

Included in this issue you will find a registration form for the June 1st Byward Market Auto Classic.

Those who attended the February meeting were able to pick up the registration form. Apparently there are still spaces available. In a conversation I had with Shannon Lee Mannion not too long ago, she indicated that they hope to get as many applications back as possible, even over the two hundred limit. Then they will try to co-ordinate the various clubs, perhaps with some type of theme for each club. For example, showing each model of Triumph from the TR2 thru the TR8, and various other models as well, such as GT, Heralds, Spits, etc. I think the plan is to cordon off the various courtyards and exhibit the clubs throughout these areas. Anyway, stay tuned to *Overdrive* for up to the minute details. . .

Also included in these pages is some info on the annual Duck Race Car Show. I'll be giving you more details in the April edition of the newsletter, however you may want to pen this event in on your calendar for May 10th.

These events help to get our club out there, to give us some exposure. Besides these, and other events like them, the *Overdrive* newsletter is shared with some other clubs. As well it is mailed to Rob Bostelaar of the Citizen, Ron Patey of the Sun, Shannon Lee Mannion, auto free lance writer, and anyone else that has a genuine interest in classic cars. Hey, and guess what? It's working. We have new members joining all the time, as well as probably a phone call a week inquiring about the OVTC. All the more

reason to look forward to the up and coming warm days of spring and summer and cruising the dry pavement.

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SILVER WHEEL PLAN

The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

<p>John Tierney <i>President</i> (home) 591-9572 (fax) 829-6331 (email) microzon@microzone.com</p>	<p>Ed Kaye <i>Newsletter Editor</i> (home) 692-1880 (fax) 722-3465 (email) wackid@istar.ca</p>	<p>Vivien Kaye <i>Treasurer</i> (home) 692-1880 (fax) 520-3739 (email) vkaye@ccs.carleton.ca</p>
<p>Bob Thomas <i>Vice President</i> (home) 267-4561</p>	<p>Paul MacDonald <i>Events Coordinator</i> (home) 226-2512</p>	<p>Jeff Patterson <i>Membership</i> (home) 839-2891</p>
		<p>Ted Neilson <i>Regalia</i> (home) 834-4764</p>

Membership is open to all individuals and companies interested in Triumph sports cars.
Membership is \$30.00 per year (June/May) per household and \$60.00 per year, corporate.

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