



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

---

**March, 2000**



"It's either an English wheel or a medieval manicure device – you decide"

- ***Reference Links on the Web***
- ***Vintage Racing at Watkins Glen***
- ***Found ! Kit's TR2***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[OVTC@home.com](mailto:OVTC@home.com)

Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

*Cover:* A visit to the Garage of Robin Fredette (left) with our own Roly Mailloux fabricating a piece for an MG boat tail.

**NOTICE! OVTC meetings have been moved from the 4<sup>th</sup> Monday to 4<sup>th</sup> Tuesday of each month. See map on last page.**

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**Message from the President:(Mike Graham)**

**Spring has almost Sprung**

Mike Graham

Although the weather has been a little more seasonable over the last week or so, it is clear that Spring is in the air and once again our TRs will be on the road. John Day claims to have been the first out this year ... 5

March in his TR3 (and says he has a picture to prove it). Wonder if anyone beat that? I suspect that within a couple of weeks most of us will be tempted to take our babies out of storage and out for a whirl. Nothing like the first run of the year!

Our regular meeting in February featured an interesting visit to Robin Fredette's shop. Robin is a specialist in working with steel ... a true craftsman. Anyone who was fortunate enough to attend the meeting can attest to that. We received a series of great demonstrations on how to mould flat steel sheets into curved body panels of all shapes and sizes. As well, Robin demonstrated the proper technique for removing spot welds to detach panels that need to be removed for repair. It was really a very informative eye-opening visit. Lots of our attention was also drawn to Robin's work on the construction of the new body for the MG of John Carr (featured in the Wheels section of the Citizen on 17 March). Robin's care and attention to detail clearly demonstrates why he has earned his reputation for such fine work. Thanks once again to Robin for making the tour a great success.

The next regular meeting is at the Manordale club house on 28 March. This month our meeting will feature Kit Heathkote and the final installment of his discussions of his long-term involvement with Triumph. This time Kit plans to talk about the Liege-Rome-Liege Rally, a letter he received recently from the Belgian owner of his old mount, and a general discussion of club activity in England at the time (mud-lugging, hill climbs, etc.). Drop by and be treated to another interesting look back at some of the fine history of the marque as well as get all the latest news about up-coming events and fun runs.

Don't forget that our annual Dart Tournament is scheduled for 2 April at Le Skratz from 1:00 to 5:00. Hope to see a good turnout. There are lots of prizes to be won!

Cheers,  
Mike

### **Report from Last Meeting – A visit to the garage of Robin Fredette**

The February meeting drew a crowd of 20 folks out to the garage of Robin Fredette. Robin has been involved with restoration for longer than he can remember, He only does metal work and does not do bondo. When I entered into his garage I saw a group of club members and a couple of cars – some sort of boat tailed MG and a Volvo P1800 wagon (perhaps this is what the Saint drove after he started a family?)

I expected a couple of metal banging demos and a maybe a little welding. What we actually saw touched on the magical.

A look over to the smiles and nods from Doctor Mills from time to time confirmed that Robin was indeed a master.

Robin led us on an informal tour/history/question and answer session lasting almost three hours. Robin stretched, shrink, trapped and turned flat stock into... well ... useful parts. ( I won't say Art and get into that controversy)

Robin clearly has a wealth of experience which he shares freely.

When removing paint he recommended a chemical stripper (masking edges and holes carefully) to reduce the chance of any stripper laying dormant only to resurface after the new paint has been applied. He warned that lacquer thinner does a great job of thinning a paint and re-depositing it as a thin coat over a wider area.

While he favours bead blasting he told us that it has its' place, he would prefer to strip (using

chemicals and wire brushes) and then use bead blasting as a final gentle wave. As with much of his work preparation is key.

He uses a torch on bondo to turn it black and then wire brush to remove it. He favours Walter brand of wire rush over the Canadian Tire specials, a wire brush goes into nooks and crannies better than a grinder, focuses on removing paint over metal and causes any spotwelds to be nicely highlighted.

To remove spotwelds, a specialty tool (very similar to a brad point bit) is used drill out a spotweld, Paul McDonald cautioned us to buy several sizes as some of the bits leave a 3/8" hole. The faces of the tool junkies in the room lit up as Robin passed around a selection of bits (mostly Brian's).

Robin then demonstrated how to remove a spotweld using a drill mounted bit and a 1" putty knife and separate the panel from the frame. The secret was to separate without prying.

Robin then gave us a noisy demo of turning a flat piece of steel into a ... bowl, well, you get the



point. The tools were a sand-filled leather 'pillow' and a plastic/urethane hammer custom ground to the right shape. In a matter of a few minutes this flat steel was a dimpled bowl. Robin then took the piece-in-progress over to the English wheel and after a few minutes pushing and pulling the dimples were out and the bowl was super smooth.

Although Robin had some measuring tools in the workshop, rulers, micrometers it was obvious

that the finished products were a testament to his skill and his understanding of how metal behaves under stress, heat etc.

Originally cars were built with 20Gauge steel or roughly 0.40", of course at the time manufacturing tolerances were looser than today. So 20 Gauge was nominally 0.40 but he has seen 0.35 and even 0.33 masquerading as 20 Gauge.

Robin has found the perfect compromise, today's 19 Gauge is the exact thickness. It is not stocked locally. Most suppliers deny its existence, some suppliers acknowledge its existence but don't sell it. Robin uses enough that the occasional order from a large supplier in Montréal works out just fine.

Robin also invited Roly to help with a demo using the English Wheel. Next time you see Roly, check out his perfect manicure. His fingers seemed to be getting awful close to the wheel.

Robin started out with another section of flat steel. Using the Wheel and Roly's brawn he turned it into a compound curve, curving both side to side and front to back. He then folded over the edge using a combination of special purpose set of pliers that he traded from a mechanic years ago and a modified set of vice grips. Peter L'Abbé (Still looking for a TR3) identified the unidentified really, really useful pliers as glaziers pliers.

The folded over edge was now scalloped and drew more than a few disbelieving looks when Robin announced that he would now shrink the high points on the edge and turn it smooth.

Out popped the torch, mounted on an old drum kit support. He heated the edge section by section (1/2" by 1/2"), took out a curved dolly and a specialty hammer and slowly 'shrunk' the scalloped edge. Now the disbelieving looks turned out to be looks of awe. A few club members had slacker lower jaws.

At this point I was lost in the technical discussion of "trapping and wonky"

Robin did not demonstrate (although he did show the finished product) but discussed how to butt

weld sheet stock. A series spot welds down the seam while carefully monitoring/adjusting the gap along the seam length. Robin explained the physical nature and reaction of the metal during the operation and explained why a series of tacks followed by a finer series of tacks was the best approach. In fact, Robin physically cringed when someone asked about a continuous weld along a butt-edged seam.



Patience is more than a virtue it's an absolute requirement.

As a last demo, Robin took a couple of modified metal chisels (hey, I'm a woodworker and a software guy) and demonstrated 'ribbing' to add rigidity to some sheet stock.

In summary, the visit was time well spent. Robin clearly has the experience and the skill to do any metal fabrication. He also blends a sense of practicality. Luckily for us Triumph panels are still a relatively easy commodity to source – the only thing stopping us from building a Year 2000 Spitfire or TR6 is the chequebook – VB and TRF has everything else! *(and what they don't have John Day has in his garage – Ed.)*

Robin, although not an appraiser, does caution that his work could be in the \$15,000 range for a complete body rebuild of the P1800 wagon to produce a car worth in the low thousands (in the market) but priceless in the eyes of the owner. These things must be considered.

The pictures in this article were supplied by Mike Graham and not by the editor of *Overdrive* – see related comments in the Oil Drips.

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check and leave with a properly maintained vehicle.

Men:

1. Go to Canadian Tire and write a check for 50 dollars for oil, filter, oil lift (AKA kitty litter), hand cleaner and scented tree.
2. Discover that the used oil container is full. Instead of taking back to CT to recycle, dump in hole in back yard.
3. Open a beer and drink it.
4. Jack car up. Spend 30 minutes looking for jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil; get hot oil on you in process.
12. Clean up.
13. Have another beer while oil is draining.
14. Look for oil filter wrench.
15. Give up; poke oil filter with Phillips screwdriver and twist it off.
16. Beer.
17. Buddy shows up; finish case with him. Finish oil change tomorrow.
18. Next day, drag pan full of old oil out from underneath car.
19. Throw oil lift (AKA kitty litter) on oil spilled during step 18.
20. Beer. No, drank it all yesterday.
21. Walk to Beer Store; buy beer.
22. Install new oil filter making sure to apply thin coat of clean oil to gasket first.
23. Dump first quart of fresh oil into engine.
24. Remember drain plug from step 11.
25. Hurry to find drain plug in drain pan.
26. Hurry to replace drain plug before the whole quart of fresh oil drains onto floor.
27. Slip with wrench and bang knuckles on frame.

### Calendar of events

March	28 – meeting at clubhouse
April	2 – Dart Tournament at Le Skcratch 21-23 The Gathering, by Triumph Club of the Carolinas, Winston N.C. 25 – meeting at clubhouse
May	23 – meeting at clubhouse 27 <sup>th</sup> – La Gala International, Montréal – details later in this newsletter
June	4- <i>Byward Market Auto Classic 2000</i> 25 – <i>Richmond Show</i> 27 – meeting at clubhouse
July	25 – meeting at clubhouse
August	11-13 TRF Summer Party , PA 22 – meeting at clubhouse
September	8.9.10 Vintage Racing – Watkins Glen 26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

### Web Sites

[www.triumphspitfire.com](http://www.triumphspitfire.com)

Additional links to Triumph suppliers and other information sources may be found on the club web site.

### OVTC Web Site

[http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

### Club Membership Updates

### Automotive Lubrication 101

It is good to follow a well established pattern!!

Oil Changing Instructions:

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[OVTC@home.com](mailto:OVTC@home.com)

Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

28. Bang head on floor board in reaction.
29. Begin cussing fit.
30. Throw wrench.
31. Cuss for additional 10 minutes because wrench hit Miss December(1992) in the left boob.
32. Clean up; apply Band-Aid to knuckle.
33. Beer.
34. Beer.
35. Dump in additional 4 quarts of oil.
36. Beer.
37. Lower car from jack stands
38. Accidentally crush one of the jack stands
39. Move car back to apply more oil lift (AKA kitty litter) to fresh oil spilled during step 23.
40. Drive car
41. Pull over due to bright flashing lights behind you.
42. Reply Yesth Ocifer I'm not as think as you drunk I am.
43. Blow in bag / gadget

### **Lubricating Trunnions (no, seriously – by Bob Thomas)**

Bob found a great way to lubricate TR6 trunnions with gear oil at the VTR web site. He bought the grease gun and gear lube at a Mercury Marine dealer as suggested and tried it. It works great. He'd be happy to bring it to our spring startup day or come along to see him in the North Augusta Wilderness

### **The Ten best tools of all time**

1. Duct Tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concourse competitions, but in the real world everything from LeMans - winning Porsches to Atlas rockets - uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.
2. Vise-Grips: Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts, and wiggle-it-till-it-falls off tool. The heavy artillery of your toolbox, Vice Grips are the only tool designed expressly to fix things screwed up beyond

- repair.
3. Spray Lubricants: A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Dora to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.
4. Margarine Tubs With Clear Lids: If you spend all your time under the hood looking for a frendle pin that caromed off the peedle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.
5. Big Rock At The Side Of The Road: Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.
6. Plastic Zip Ties: After twenty years of lashing down stray hoses and wired with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$100.00 for each zip tie under the hood.
7. Ridiculously Large Standard Screwdriver With Lifetime Guarantee: Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so

insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver--and you will, just like Dad or your shop teacher said--who cares? It's guaranteed.

8. Bailing Wire: Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concourse contenders since it works so well you'll never replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with MG, Triumph, and flathead Ford set.
9. Bonking Stick: This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod-end separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it).
10. A Quarter and a Phone Booth: (See #1 above.)

### **Watkins Glen Vintage Races 1999 (Bob Thomas)**

Thursday Sept 9, Clan Patterson (Jeff, Cheryl and Allan) and I traveled to Watkins Glen for our 5<sup>th</sup> vintage racing fix.

Other than a downpour Thursday night, the weather was warm and sunny like it was the year before. Perfect for the festival and race weekend.

Jeff and I participated in the Glenora run which featured all new routes this year for a fun morning of touring through the countryside ending as always at the Glen at noon for the festival.

This year I skipped the "Glenkhana" because of the new engine in my TR6 but I did attend the annual panel discussion that features speakers

with a connection to racing at Watkins Glen.

This years speakers included Brian Redman, Denver Cornet, Denise McCluggage and Bob Tullius. Each spoke of a past experience at the Glen, then questions from the audience were fielded by the group.

A most interesting experience and the \$5 admission was donated to the Watkins Glen Motor Racing Research Library.

The racing this year was if anything more intense than previous years.

We spent most of Saturday and Sunday in our favourite spot, the bleachers between turns 1 and 2.

This vantage point gives us a straight view from the end of the front straight to the start of the back straight where a lot of hard braking, accelerating and position changes take place.

Saturdays racing ended with a shortened Group 1 race around 5:00p.m. when a Turner got a wheel on the grass and flipped upside down onto the roll bar as it re-entered the track at about 40 m.p.h.. The driver wasn't injured but he did get a lesson in keeping your shoulder harness tight, because we saw his helmet hit the pavement when the car flipped over, even though the roll bar stayed intact.

Sundays racing was close in most classes and again we saw a spectacular "shunt" in front of us. This time a GTP Porsche 965 that was leading the Group7 race went right off the track at turn 1, floated over the pea gravel and hit the outside barrier board.

The driver walked away, but the car was badly damaged and left a wide swath of composites around the impact point.

Based on what we saw this time, there's still give and take in vintage racing but we seem to be moving towards the "ten tenths" style from "across the pond"

Good for the spectators, maybe not so good for

the competitors (and cars!)

One highlight for the week-end for me was seeing the former Group 44 Jaguar XJR5 race. It's one of the most beautiful race cars ever produced.

Another highlight was meeting Burt Levy at a book signing. The man is a genuine character and his books The Last Open Road and Montezumas Ferrarri are excellent reads.

This year's Vintage Grand Prix at Watkins Glen takes place September 8,9 and 10, 2000

We're going again this year, anyone wishing to join us is most welcome.

### **What is Ridiculous on Ebay? (John Day)**

Ebay is an online auction house matching buyers and sellers.

Recently sighted:  
a TR3A that's fast approaching \$15k USD, and it is in only average condition, with obvious flaws and missing features. As Fred Thomas of the Triumph List puts it, "an ass for every seat". Last week was good too - a pamphlet for installing a TR6 interior - free from Vic Brit - went for \$27 USD! The used, stained copy of a Haynes TR6 manual for \$81 USD was another favourite!

What else have people seen during surfing sessions?

### **Reference Sites**

The following critical information from David Huddleson.

### **Timing Chain and Tensioners**

The December/January edition of the Triumph Stag Newsletter contains a great, in-depth article on Timing Chains and Tensioners. All is not what it seems and British Motor Heritage approved may not be a guarantee of quality parts.

The PDF version of that newsletter is 800K in size and is available to OVTC club members. Please email me at [OVTC@HOME.COM](mailto:OVTC@HOME.COM) with Timing Chain in the subject of the email and I'll be happy to send you the Newsletter. For those who prefer a printed copy, let me know (h: 591-3409) and I'll bring a copy to the next meeting.

### **Upgrading Your Lighting System**

<http://www.dimebank.com/Light-up.html>

### **How fast are you really going? (Mike Graham)**

Here is a link off the triumph list that gives tire sizes, conversions to "new" tire sizes, and effects on speedo.

<http://www.geocities.com/Heartland/Valley/5405/tire.html>

### **How to fix a scored shaft (Mike Graham)**

Off the TR list. A nice way to fix a scored shaft.

Cheers, Mike

For those wanting to see how a Speedi Sleeve is installed... or where to get them, here are two websites:

<http://chicago-rawhide.com/auto/speedi/speedi.htm>

- the manufacturer's website

[http://www.ntsourc.com/~barneymg/mgtech/rea\\_raxle/hub\\_11.htm](http://www.ntsourc.com/~barneymg/mgtech/rea_raxle/hub_11.htm) -

Barney Gaylord's web pages, in which he provides step by step instructions and pictures about using a Speedi Sleeve to repair his MGA (use the small arrows at the bottom of the page to navigate the steps).

Cheers,

### **Found: Kit's old TR2!**





A letter to John Day from the current owner

*Dear John,*

*This is a first photo. Taken after the rally Liege-Rome-Liege in 1955. You will notice the OVC with flowers as winner in its class. Kit was the navigator so he will remember.*

*Later I will send an actual picture of it, as well as copies of the original logbook, starting with standard motors as the first owner. You will then see that she first was ice blue. Did you ever see a TR in that colour? We have one in the Belgian TR Reg. It is the most beautiful TR2 I've ever seen. On the picture is a white TR2 with belgian number plate. By an incredible coincidence, I bought that car some 2 years ago!!! She is not so well known, but also very special. Ordered in '54 by a Belgian pilot and quickly delivered with the help of Ken. Maybe Kit will remember the man: Leidgens.*

*The car was delivered on request RHD but with metric instruments, to a Belgian factory that also assembled TR'S for the local market. They prepared the car for rallying, such as reinforcing the chassis, extra lights and horns, but ... also changing the electric OD. in a manual! This is a second lever under the gearbox lever, pulling up = O.D. on, pushing down = O.D. off. As simple!*

*You want more? O.K. Before driving the Liege-Rome-Liege in '55 he wanted a hardtop, In that Belgian factory, called Imperia, they also manufactured the very rare Franchorchamps ... and they didn't find better then making a hardtop from the roof, they make for the*

*Franchorchamps!!! When you study the picture you will see the different shape comparing to standard H. Tops. Between the two cars in the picture you can see the roof of a real Franchorchamps (those cars had the roof fixed and winding windows.*

*If you want to know more about those cars, read the latest book of B. Piggott Triumph TR2/3/3A. The TR finished 2' in class after Ken and before the famous Dutch pilote Gatsonides! I think this car is more original to its origine than the OVC. But the OVC is a good car. We did some primordial things and it runs very good. Perfect steering, braking (4 x 10 inch Alfin drums), looking good. A delight. I can continue for hours... We will have more in the future. Beeing a small club, about 125 members, we have some famous cars. I have to admit to be very near to the source, All the best John, and don't hesitate to ask what comes up to you.*

*Marc*

## **Colour Newsletter**

The newsletter features colour pictures. Canada Post versions are produced in black and white only.

To receive an email version of the newsletter please contact me at [OVTC@home.com](mailto:OVTC@home.com)

Alternately, special 3-D colour sunglasses may be purchased directly from the editor. Please mail cheque for \$99.95 to

*Buy Andrew an E-type Fund*

*C/o...*

## **Contacts**

Email address for the Executive and the club itself are listed on the last page

## **Regalia**

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case ) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

**Next Month:**

- Write-Up on the darts tournament

**Oil Drips – the OVTC Gossip Column:**

- The Editor was heard to moan over his digital camera being misaligned. Could it be that the red eye pre-flash was turned on and that he was moving the camera before the main flash and picture? Surely not!
- Could it be that the Oil Drip entry pointing out the ‘bone head’ move by the editor was surreptitiously inserted by Peter L’Abbé and Mike Graham?



- Or could it be that the Editor has some objective nature after all? Or was he just asleep at the wheel? Check out the picture above and you decide.
- Brad Pilla is making great headway with his rebuild of a 1975 TR6 bought last fall from John Nash. Working in Alex Bustard” shop. Brad has the doors, bonnet, boot lid, and wings ready to re-install in the next couple of weeks, when the rocker panel/florr rebuild is complete. Target Date? The Richmond Show June 25
- Ed Kaye came across a 1967 Spitfire that has been sitting in a garage for the past 17yrs. The fellow wants it out of there and will take \$500.00 for the lot. It is complete and quite rusty. It is an ambitious restoration project car. It is complete but rusty and has a hardtop. Call Ed Kaye at 692-1880
- Ed’s green 4 is scheduled for the body shop in April for some body mods and paint.He’s also seriously considering selling his 62 TR4 for the right price-right for both him and the prospective buyer.

Lapping Day at Shannonville

 **Thousand Island Zed Car Club**



**Requirements:**

Valid drivers licence  
snell rated helmet  
mechanically sound  
vehicle

**Cost:**

\$125.00/vehicle (non members)  
\$115.00/vehicle (TIZCC members)  
\$50.00 deposit required by: April 21  
Driving instruction limited  
to 10 persons

**Schedule:**

Gates open:8:00AM  
Drivers meeting  
(mandatory):9:00AM  
Lapping ends: 5:00PM

**Please fill out bottom portion and mail with deposit before April 21**

Make cheque payable to:  
**T.I Z.C.C.**

Send to: Marc Guimont  
975 Bristol St  
Kingston, Ont.  
K7P 2L3

For more information call Marc  
at: 613-384-4597  
email: guimont-m@rmc.ca  
fax: 613-542-8612

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov. \_\_\_\_\_

Postal: \_\_\_\_\_ Phone: \_\_\_\_\_

email or fax: \_\_\_\_\_

Car make and model: \_\_\_\_\_

Year: \_\_\_\_\_ Stock or modified: \_\_\_\_\_

Prior lapping experience: \_\_\_\_\_

Will you be participating in the school? Yes  No

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

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Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

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**Steve Bourne**  
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**Classified:**

Wanted: TR3 – Please contact Peter L'Abbé  
737-1103

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# MEDIOCRITY

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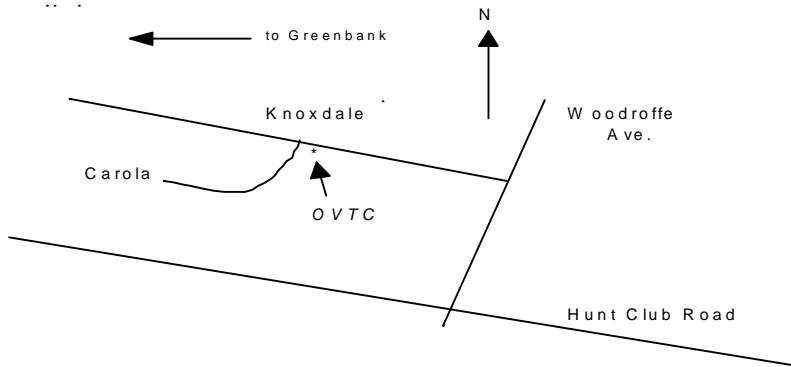
Was this the British Leyland Inspirational Poster ?

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[OVTC@home.com](mailto:OVTC@home.com)

Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). 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.



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 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

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

### Contact



**OTTAWA VALLEY TRIUMPH CLUB**

**8 Pentland Crescent**

**Kanata, Ontario**

**K2K 1V5**

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