



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

May 2003

Letter from the editor

For the April meeting, it seemed the Easter bunny made a pact with Santa and let it snow, let it snow, let it snow....Plans for kicking tires in the parking lot, quickly had to be replaced with watching Triumph racing videos and talks of summer events. However, to everyone's delight, one brave member, Dean Hummel, could not resist the temptation and drove his TR8 to the meeting. Naturally, some of us found ourselves out in the cold, getting a much needed "Triumph fix".



TR8 chaser

I wasn't surprised when Dean contacted me the other day asking: "When are you and Wilf driving the Spit again?? Do you know of some nice routes?? You want to drive together??" Needless to say, as soon as the sun peeked through the clouds, one Sunday afternoon in April, the TR8 and the Spit were on the road to Calebogie....Hats, mitts, nose warmers, hot coffee by the lake, these OVTC members had a good time... As I'm writing this, I'm not sure if the Hummels have thawed off yet??

Spring time driving seems on everyone's mind. We have a few fun drives planned, starting with the Lanark County Highlands drive on May 25th and continuing, June 15th, with a drive to Prescott "Chase the Corvette". Hope many of you are able to attend.

We like to welcome back a former member, Richard Veillette, with his 1975 TR6 and also a new member, Tim Bird, driving a 1980 TR8. Nice to have you on-board. I received a note from David and Elaine MacNaughtan the other day stating: "Remember, the parts falling off our Triumphs are made to the highest British standards".Keep those Triumphs rolling.....

Letters to the Editor

Hi Liv,

I gotta tell you a funny. Allan and I were watching our Speed Channel Sunday morning car shows (Cheryl's not allowed to touch the dial..haha) A car was shown and flames shot out the exhaust. Allan says " Hey, look Dad, a Spitfire".

Gotta go. More car shows on.

Jeff Patterson

Owners Profile

The tale of an "Eight"

"Spun" by Dean Hummel

The tale of how I came to own a TR8 was a combination of luck, timing and accident. As our esteemed president, Andre, says "Triumphs choose their owners." This was certainly the case with me.

My first recollection of wedges was in my teenage years when the TR7s first came out. At that time, I was much more into stereos than cars. When my other friends were spending \$1k on cars, I was spending the same amount on stereo gear and taking the bus. I remember seeing my first TR7 and thinking what an odd but cool shape that was.



Fast forward to 1984 when I bought my first car, a new Toyota Corolla SR5. I really liked the car but, when 6 months later they came out with the first MR2, (a definite wedge "clone") I was pretty ticked and wished I had waited. I vowed that at some point I would own a car like that. Little did I know that I would own an original wedge!

One year later, a very close friend of mine took me for a spin in a 1973 TR6 with overdrive that he had fully restored. It had dual webbers installed. I still recall the feeling of being pressed back into the seat as he wound it up. It was a fine summer day, and the feeling was just great! This definitely got me interested in British sports cars. One could drive a real sports car for a reasonable price and, when they worked, they were a blast to drive.

Time warp to 2002. At this point I had a Subaru Legacy GT (which I still really love) but decided that my mid life crisis had come early. I wanted that fun and energy I remembered from my friends TR6. The car had to have enough power and be a drop head or a T top. The critical question was "old car or new car?" Options were a TR6, an Opel GT (Not a drop head but love the look), the aforementioned MR2, possibly an early Miata, or maybe even a Civic del Sol.

And this is where Lady Luck stepped in. Since I am completely inept auto mechanic, any old car purchased had to be in really good shape. I want to drive the car, not tinker with it. Where does one go to learn about older cars? Well, to the old car clubs of course! Fortunately, my first stop was the OVTC. This was around May of last year and, when I turned up, I saw a bunch of cars that said "TR8." I nearly fell over! I had always believed that the 8 was only a concept car and had never gone into production.

I had a nice chat with John Day and asked him about the cars. He mentioned that a former OVTC member had one for sale. I went out to the Richmond show and had a chance to look at the car. It seemed in very good condition and the owner was most helpful.

Well, one thing led to another and the rest is history. As of August last year I was the proud owner of a genuine "8."

The PO had changed the manifold (Edelbrock) carburetor (Holly 390), suspension (SPAX shocks and performance springs), had the car repainted, replaced the drop top with a beautiful blue mohair top, and a bunch of other good things. Since the purchase, I have had a Mallory distributor, a rebuilt alternator and poly bushings from TSI, and a bunch of other things installed to ensure reliability and exorcise the Prince of Darkness.

In my (biased) opinion, the 8 was the most sophisticated and comfortable Triumph produced. It has lots of power, readily available on demand, and is suitable for highway cruising, or taking the twisties on the deserted back roads. The gas mileage is also respectable. I clocked 29 mpg on the highway last summer and that was before the tune up!

The car is now out of storage and ready to go. I am looking forward to a full summer (and many years) of top down driving.

The little car that could.....

Dani Senn's story

By Liv Haasper

What do you do when this of your computer monitor; vintage racing, and have to find Spitfire? You bounce off an for information.

This is what I did last fall and the owner of this Spit, Daniel in Holderbank, a small inhabitants, in Switzerland. language and, immediately, we besides the devotion to our



picture appears on the screen you're totally hooked on out all about this cool little email to the driver and beg

was surprised to find out that Senn, and his "Spiti" reside community of 800 Dani speaks the German had something in common little Triumphs.

Dani was delighted to share the story and the news of his racing courier with me.

The car is a 1964 Mk1 Spitfire, sporting a Triumph 1600 Vitesse transmission with overdrive in 2nd, 3rd. and 4th gear, an original factory motor with the specifications of X 70 and an 8- port Cast Iron Works Cylinder Head, a differential 4.11., 1 limited slip, and Moss rally springs, Spax, front and rear. The car is equipped with twin racing instruments, trip master and stop watches. It also has special lights installed for instrument reading.



The Spit is modified after the rally car ADU 5B, ADU 6B, and ADU 7B. During his apprenticeship as an auto mechanic, Dani purchased the car as scrap. In 1984 he restored the Spit in the usual manner. But, when Dani realized that in Europe, during the 60ties, Spitfires were successfully raced, he started to get interested in modifications and the search for specific parts and components was on. Dani contacted some former racers, for instance J.J Thuner, winner in its class "Spitfire ADU 4B" in Le Mans in 1965, who helped him acquire diverse "specials", like the SAH rear end suspension, all of which were quickly installed. Soon, Dani was off to his first rally, the Alpine Rally in 1996. Placing

3rd in this class and a 20th all around, he was immediately hooked. Then, in 1999, the terrible accident happened. "We were trying to drive under a truck", Dani explained with a laughing and a crying eye. The car was badly damaged, a crumbled mess of torn metal, the drivers side mangled. It was a miracle, the driver survived. This accident couldn't hold Dani back from rebuilding the car and by spring 2000 "Spiti" was already taking part in club outings. The only parts he was able to use from the wreck was the boot lid, parts of the motor and the rear axle. The chassis and body tub were taken from a parts car. When the rebuild took place, Dani acquired the special bonnet from the UK. The hard top is an Aeshley top.

Dani is now racing his "Spit" in different races within the British-race-challenge. He's participating in round rallies, slaloms, and mountain rallies, where timing and speed is of the essence. He's letting everyone know that spring has arrived in Switzerland and the first club outings and drives are already on their way.

For more info go to <http://www.british-race-challenge.ch/>

Top 10 Signs It's Time to Restore your Triumph

10. Your passenger seat is on the National Register of Historic Places.
9. Instead of using the emergency brake, you always get out and place large rocks behind your tires.
8. You lose the stoplight challenge to a 14-year-old on a moped.
7. The 15 minute Jiffy Lube needs to keep your car for 3 days.
6. When you gas up, the attendant asks, "Can I re-duct tape that windshield for you?"
5. Thieves repeatedly break in your car just to steal "The Club."
4. While sitting at a stop light, people keep running up to you and asking if anyone was hurt.
3. For the last five years, you've had to settle for making "vroom, vroom" noises while in the driveway.
2. You keep losing dates on left turns.
1. Traffic reporters start referring to you by name when discussing morning tie-ups.

Can you think of any more??

Howard Baugues

British car week

Hello British car fans!!

If by chance you head out of the house on May 24 to begin your daily routine, and you feel that you may have forgotten something very important, it just might be your British car! May 24 is a very significant date this year because it is the beginning of the 7th Annual British Car Week event that continues through June 1. If you happen to wake up on June 2 and you're feeling disappointed because the fun has come to an end, please don't worry. You can go ahead and continue driving your little British car to your hearts desire.

As I'm reminded every year, if you're one of those enthusiasts who drive your car regularly throughout the year, and you just don't see the point, then you're probably one of those lucky enthusiasts who live closer to the equator. Unfortunately for many of us, we have to wait until all traces of that nasty road salt has been washed away by the spring showers before we feel comfortable rolling out our toys out of storage for the season.

As most of you know by now, British Car Week is an occasion to set aside all of your worldly distractions, and spend some quality time on the roads of your community with your little pride and joy. By getting yourself and your British car out of the house or garage for some unforgettable fun, you're not only doing yourself a great favour by enjoying a great part of life, but you will also help spread awareness of these wonderfully charming pieces of British motoring history for all to see and appreciate. Take the show on the road!!

With the help of Richard Gordon of Colorado and Joe Curry of Arizona, we now have a nifty British Car Week

sticker for those who would like to help spread British car awareness wherever they go. It is a 3" vinyl, removable sticker that can be placed on the inside of your window to be viewed from the outside. For those who are interested, the image is one in the same that can be viewed at the web page listed below. British Car Week is a not for profit endeavour. Any measurable proceeds will go toward ordering more stickers to help promote our hobby. <http://users.arczip.com/zntech/logo.html>

The cost is \$5 each (includes S&H - USA), and can be ordered by sending check to: Scott Helms, 60920 Walnut Farm Court South Bend, IN 46614.

See you on the road.....

Scott Helms

BritCarWeek@arczip.com

<http://users.arczip.com/zntech/britishcarweek.html>

Building your own LBC trailer

By Liv Haasper

Last year, Wilf and I decided to attend the North American Spitfire Squadron Spit together at the Mid Ohio race track. At the same time, we visited some friends in Wisconsin and, for the drive home, we'd decided to take the long route, which took us over St. Sault Marie and North Bay. The trip totalled 3500 km, and when we finally arrived back home we realized, that we had completely surrounded all five Great Lakes. What is so special about this trip? We had our Spitfire in tow on a trailer we had borrowed from a friend.



Casualties: One flat tire. During this trip we realized, though never wanting to own a trailer queen, most of our outings would be a camping/driving combination and we decided, that we must own our own trailer. Building a trailer wasn't new to us. Over the years, we've build a few of them. The designing and fabrication started with the first snow fall, and now that it's finished, we want to share this project with you.

Dimension:

Loading deck 14 by 6 feet, the front pointed to give it a smaller appearance, and to keep the tongue shorter for easy turning without losing loading capabilities. We opted for a wooden deck, this making the trailer a multipurpose functional one. The wheels run on the outside, which widens the trailer to 7 ½ feet. We used tandem axles with springs for an easier ride.

Weight:

Empty: Slightly over 500 kg [1150 pounds]. Gross weight: 2000 kg [4400 pounds].

Axels:

We purchased two used Chevy Cavalier axles [from a 1985 model], consisting of drum brakes and five 13" wheels, from a scrap yard. The older model of the Cavalier has flanged-on spindles. The flanges from the donor rear axles were cut off and welded to 2" by 2" by 3/16" tubing beams. This design lowered the centre of the axle by 3", which will give the trailer a lower ride.

Tongue:

The tongue we used, which also accepts the coupling, is a 3" by 3" by 3/16" square tubing, 7 feet long. To this beam, we welded a jack, which gets folded up when the trailer is in use. We also welded a bracket to the beam, which will accept a winch.

Frame:

There are many different ways to build a trailer frame. We had used, 1" tubing [pipes], available. We therefore decided on a tubular frame, which is very strong and light weight.

Springs:

By installing the springs' over axle, the height of the deck is approximately 18 "", which reduces the length of

the ramp. Springs should be trailer springs, no longer than 2", capacity of 1500 – 2000 pounds. A tandem equalizer should be used between the springs on each side.

Brakes:

The drum brakes were installed only on the front axle, activated by the coupling [hitch] as a run-in system [surge]. This application requires a back-up lock. We used a solenoid [central locking system from BMW]. There's also a solenoid valve available for the hydraulic line. The wheels of the trailer should be aligned; O-camber is fine, with a 1/8" toe-in. This can easily be done since the spindles are flanged to the axle beams. We made nice shims from a Budweiser beer can.

Balancing the trailer:

Care has to be taken to balance the trailer. The location of the axles is crucial. The tongue weight of the front-engined, the proper loading position has to be found.

Fenders:

We fabricated them, using 20 gauge sheet metal. The sides were bent on a metal bender, each fender in 2 sections then welded together.

Lights:

We had used Hyundai marker lights available to us. Also seal beam tail lights from a transport truck. We would have preferred LED lights.

Planking:

We used 2" by 6" stained cedar planks for durability and light weight

The ramp:

We used heavy aluminium beams, left over from a rectangular swimming pool and welded together a ladder-type structure, that hooks onto the trailer [make sure the ramp has a security latch, and will not fall off when in use, ask me how we know of this]. When not in use, the ramps are stored under the trailer.

Welding of the space frame :

We used an arc welder, however a MIG welder with 1/4" welding capabilities would have been preferred.

Painting:

We recommend POR 15, brushed on. We made the mistake spray-painting our trailer, which was a waste of paint with too many misses. Only the fenders should be spray painted.

Upcoming events

May 14 Place d' Orleans Cruise Night, Graham MacInnes - (613) 830-5207

http://www.travel-net.com/~goldvee/cruise_night/events.html

May 16 – 18th. Import & Kit Replicar Nationals, Carlisle, Pennsylvania, Gates are open from 7 a.m. to dusk daily. Admission is \$6 Friday, \$7 Saturday and \$5 Sunday, and on-grounds parking is \$5. Introduce kids to the automotive hobby – children 12 and under are admitted free. For additional information, call the Carlisle Events Hotline at (717) 243-7855, or visit www.carsatcarlisle.com

<http://www.carsatcarlisle.com/mediasite/content.asp?ArticleID=218>

May 17th, Saturday June 14th, Saturday July 5th, Saturday August 23rd. 4:30 to 8:00 pm. Summer Car Show Series, St Laurent Centre, 1200 St Laurent Blvd Ottawa, Ontario. Over \$ 800.00 in door prizes, dash plaques to the first 100 entries. Saturday. Cruzin' into Fall. Sunday September 28th 11:00 to 4.00 pm, registration 11:00 to 1:00 pm, over \$4000 in door prizes, dash plaques to the first 175 entries. (Larry Way 613-446-4717)

May 25th. Oxford Mills The Oxford Mills show is a very nice show which attracts a wide selection of vehicles including lots of European cars, hot rods and North American cars. It is held in nicely wooded park (great shade trees!) next to a church in a very scenic little village. It also attracts a great group of vintage motorcycles (lots of British) each year. There is always a barbeque and desserts available for a great picnic under the trees. Show

organizer Chris Bryant 613-989-3046. This year, since this year is the 25th anniversary of the TR8, there's a special area to be reserved for the TR8s and TR7 V8s. For further information on the TR8 and TR7 V8 gathering call 613-226-2512 (Paul MacDonald) or 613-233-6982 (Paul Williams).

May 24 to June 1, 2003, The Seventh Annual British Car Week. British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. BritCarWeek@arczip.com
<http://users.arczip.com/zntech/britishcarweek.html>

May 25th. Beaconsfield All-British car show, Centennial Park in Beaconsfield, Quebec. Time is 10 a.m. to 4 p.m. Bring your own picnic lunch. RAIN OR SHINE. There will be the usual people's choice awards. Jaguar Owners Association – Montreal, Daniel Thompson, dthompson@gbc.ca, 514-848-0716, 1-800-667-0716

May 25th. Fun drive through the Lanark Highlands over Balderson, Ompah, Lanark, Clayton, afternoon stop- over at the Timber run golf club restaurant in Lanark, Meeting place: Canadian Tire Parking lot in Carleton Place, highway 7, at 10 a.m. Due to the lack of interest from the club, I could not make specific reservations at Timber run. Their lunch/brunch buffet will be held from 12. – 2 pm. Bring a thermos of coffee, in case they don't have room for us. Please arrive with a tank full of petrol.

May 27, 2003 OVTC meeting

June 1, 2003 7th. Annual By-Ward Market Auto Classic.

This year there will be a Salute to the 1950s on the grounds of the National Gallery!! This FREE event takes place in several locations throughout the beautiful By Ward Market. All participants receive a free lunch, a goody bag , a dash plaque and a chance to win great door prizes. Above all, six People's Choice Awards are presented.

Registrations forms are to be submitted individually [one per car] before April 30, 2003. You can send your registrations to this address:

55 By Ward Market Square, 2nd. Floor, Ottawa, Ontario, K1N 9C3, Tel.: 613 562-3325 or Fax: 613 562- 3326 or e-mail the information to events@byward-market.com. This invitation is open to all car owners.

June, 15, 2003, OVTC Fun Run (a.k.a. "Chase the Corvette")

Mark your calendars for June 15th. OVTC will be having a Fun Run down to Brad and Lynn Pilla's house near Prescott, Ontario. Meet at the Manordale Clubhouse at 10:00 a.m. for 10:15 departure. Planned arrival time is approximately 11:30 am. We will be having a BBQ lunch at Brad and Lynn's. Food and non-alcoholic drinks will be provided. Please RSVP to Vivien Kaye at njkid@cyberus.ca or 692-1880.

June, 27th. – 29th, 2003, Vintage Festival Mosport, celebrating 50 years of Triumph Sports cars. In case you have not heard, the Friends of Triumph are organizing a major race event in 2003; this one will be at Mosport International Raceway. This is shaping up to be huge Triumph event. Contact: Russ Moore, Event Coordinator 607-539-7442, between 7-10PM eastern time, rem9@sunlink.net. For up to the minute information, visit these websites - Friends of Triumph, www.fot-racing.com; VARAC, www.varac.ca; and Mosport International Raceway, www.mosport.com. For entry & info Te.: 613- 359 1013, Fax 613- 359-1123 Walk the paddock, view the cars, talk to the drivers, visit the vendors, **free camping.**

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 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 tour through quaint villages and rugged terrain of Muskoka Highlands 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

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 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. Cheers, 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

Overdrive unit for 1969 Triumph GT6+. Email redgt6@rogers.com

Looking for garage space, preferably heated, in the Carlingwood, Ottawa area. Please contact Wayne Mercer at 613 792 1252.

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

For sale:

Approximately 200 Old Sports Car magazines (1960 -1970). The majority are Road & Track, Car and Driver, Sports Car Graphic, and Canada Track and Traffic. There are also numerous international racing/sports car publications. Moving - best offer takes them all. Reply - email: yukonjohn@sympatico.ca, or (613) 257-2306.

Complete 1972 TR6 motor and transmission. Taken out of car running, it has decent compression and didn't smoke Asking \$500.00. 519-936-1959, London or email, petty43car@hotmail.com

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. Also, a set of original (72 TR6) lap-only seat belts. 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)

Fruit cake recipe

1 cup water	1 cup sugar
4 large eggs	2 cups dried fruit
1 teaspoon baking soda	1 teaspoon salt
1 cup brown sugar	lemon juice
nuts	1 gallon whiskey

Sample the whiskey to check for quality. Take a large bowl. Check the whiskey again to be sure it is of the highest quality. Pour one level cup and drink. Repeat.

Turn on the electric mixer, beat 1 cup butter in a large, fluffy bowl. Add 1 teaspoon sugar and beat again. Make sure the whiskey is still OK. Cry another tup.

Turn off mixer. Break 2 legs and ad to the bowl and chuck in the cup of dried fruit. Mix on the turner. If the freid druit get stuck in the beaterers, pry it loose with a drewscraver.

Sample the whiskey to check for tonsisticity. Next, sift 2 cups of salt, or something. Who cares?

Check the whiskey.

Now, shift the lemon juice and strain your nuts. Add one table.

spoon, or something. Whatever you can find. Grease the oven. Turn the cake tin to 350 degrees. Don't forget the beat off the turner. Throw the bowl out of the window. Check the whiskey again.

Go to bed. Who the heck likes fruitcake???

Our Sponsors

British Auto Sport (Fred) 3354 Dwiggin Avenue, Mississauga, Ontario, Canada. Tel: 1-888-485-2277
Authorized distributor for TRF, Moss, Victoria British, and Panaspport.

British Car, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

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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

President

Andre Rousseau – Tel: 613-590-7365; Email andre@justdrive.ca

Past president

Stephane St-Amant – Tel: 819-643-9047; Email: steph71tr6@crosswinds.net

Treasurer and membership

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Andre Rousseau – Tel: 613-590-7365; Email: andre@justdrive.ca

Please send submissions for **OVERDRIVE** to Livia Haasper, 6th. Line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-1135, email wilivhaasper@sympatico.ca