



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August 2003

Letter from the editor

There's no doubt about it. OVTC members like ice cream. This is a fact. Why would they be driving through the congested traffic of Ottawa in search of a Dairy Queen, racing from one traffic light to another, picking up the chase of the Triumph in front, which just barely managed to run the yellow? You have to wait for the "green", you've lost contact with the convoy already, broke the speed limit several times in order to keep up with the TR8 in front of you!!! Was that a traffic cop behind the bush?.....Got to beat him to it, 'cause Dave Huddleson's 8 is faster than your Spit. He also has Kit Heathcote, as a navigator in the passenger seat. There is a combination I can't beat. I give up. I'm on a diet. But, the gang seemed to have a good time at the July meeting AND, the ice cream parlour, and I think, the Triumphs did too. What else needs to be confessed? Oh, yeahhh....Andre had a vanilla cone, not sure about Roly.....LOL...

John and Lori Day are back from England and Goodwood. I'm sure, they'll have stories to tell and promised to do soon. Kit Heathcote is recuperating from surgery. All the best and a fast recovery, Kit. Welcome back Paul Williams in our midst.



The Mississippi fun rally

Rainy Sunday, the occasional outburst of sunshine through puffy grey clouds, temperamental summer weather, Triumphs of all kinds and colours on the parking lot of the Kemptville mall and exited and determined drivers, carrying stop watches and maps. This was the scenario the public encountered yesterday morning, when buying their groceries or on their way to church. The OVTC was busy getting their annual fun rally on the way. The drivers meeting took place at 11 am. Bob Thomas and Fran Wright had been busy, organizing this event, scouting out the route, typing instructions sheets, which were filled up with time and distance schedules and strange questions regarding places and events along the proposed route. We listened to Bob's explanations and

tips of how this rally was set up. It all made sense to us until we were given the paper, just as each car was taking off for this adventure. Instructions were clear; the only thing missing was advice on marriage counselling and the name of a good divorce lawyer. Cars, consisting of the driver and a navigator, left at one minute intervals and were lined up neatly, ready, and geared up for the challenge. Competing were four TR8's, four TR6's, one GT6, three Spitfires, one Jag E-Type, one Sunbeam Tiger, one Honda [substitute for the home-bound Spit, which was missing a radiator, and one SUV of unknown description, driven by Viv and Alison, for the fear of exposing the Corvette to the mob of over-aggressive Triumphs. The route took us from Kemptville over Burritts Rapids to Merrickville. From there, somewhere north, to Carleton Place, and then south again to the home of Al and Teresa Tierney.

To be crucially honest here, the writer of this report isn't really informed about the specific route that was driven, the adventures the group encountered, or the pretty Ottawa valley landscape they drove through, because the writer and her navigator got lost along the way, 15 minutes into the rally. Aha...[nervous cough and stutter].....Confident, and in charge of the task in front of us, we left the parking lot. We correctly answered the first 7 questions. Then, something went seriously wrong. I was slowing down, looking for a right turn along the way, somewhere near Burritts Rapids, only to be told by the navigator "better boot along fast for the next 8 miles". This, sounding rather odd, the navigator and driver argued for a while but, obediently, I followed the instructions I was given. My 6th sense and my gut feeling told me, something was not right. I just knew, 8 miles of driving, without a single obstacle thrown our way, was not what Bob Thomas would have had in mind when planning this challenge. So, we shouted and argued as the miles accumulated, the minutes passed by. Sweet words of encouragement were loudly yelled to and fro at one another, but not in a mean way. Anyone owning, or ever having driven in a Spitfire, knows that one must shout at the top of ones lungs to be understood by the passenger. "No dear, I told you way back there, that this was the right turn, read the sheet... a right turn at..... ..miles!!!!!"....."You are not listening, you pay attention, it wasn't THAT bridge we were suppose to check out, it was the one coming up". In Merrickville, to the total surprise of the lock keeper who found himself having to answer the question "when did this bridge started swinging?" we came to a screeching halt. I, again, questioning my navigators expertise in matters of timing and distance, only to be told, to carry on, keep up the speed. Obediently, I stepped on the pedal and we soon found ourselves in Smiths Falls and on the way home, because by now, we had realized that we were hopelessly lost.



At the acceptance of defeat, we decided, we may as well drive home, as we were almost at our doorstep, let the dog out, and gathered the food I had prepared for the club's BBQ. I am happy to report that we were the first ones rolling down the lane way of the Tierney residence!! When passing the check point, Mr. Pres. came running towards us in quite an exited manner and the greeting committee was elated to see the first car arrive, thinking the 'winners' had already finished the rally. We had no choice but to 'fess' up, tell our story and have a good laugh about our short adventure. Not long afterwards, the other cars came rolling in and had a lot of stories to tell. It was obvious, everyone had had a lot of fun, though I did hear of some heated discussions taken place in certain vehicles, at certain times of the race.

Roly and his son came limping home with clutch problems and later needed to be towed home. It seems, his Spit was the only casualty of the game. It wasn't long after the last car drove in when the smell of burgers and dogs on the grill was drifting over to the tech section of the parking lot. The OVTC soon got busy doing what they do best, snacking on good things assorted on tables, talking and visiting with friends. But then, the moment of truth had come. It was time to evaluate time sheets and questionnaires.

Taking first prize, with best timing and the most correct answers, OVTC members Dave and Elaine Mc Naughtan, driving the, ever so reliable and fast, Mk3 Spitfire. Second prize goes to Jon and Jen Tierney, and their TR8, which doesn't like to go slow at all. Third prize was awarded to Mike Burd and his daughter Leigh, welcomed guests of our club, and driving their beautiful Sunbeam Tiger. And yes, lastly, goofing up has its rewards. Wilf and I were given the consolation prize of some flares for 'those emergencies' one may experience in times of troubles. I'll gladly give those to WilfLOL.....Just as award ceremonies were coming to an end, the heavens opened up in a deluge of water. The dark wall of black clouds, which had been building up over Mississippi Lake, collapsed and, within a matter of minutes, this happy party was scrambling for shelter into our cars. Most of us decided to head for home as we couldn't forecast the end of this weather front. We were sorry, having to rush off in this manner.

Our thanks go out the entire Tierney family who, as they do every year, graciously hosted this event for us. As always, the members of the OVTC appreciate the Tierney's hospitality. We also like to thank Bob Thomas and Fran Wright for organizing the logistics of the rally, to Viv Kaye, who's always ready to jump in with support whenever it's needed, to Andre Rousseau, who loves to shop for food stuff and other things, and to all others who I might have forgotten to mention. Great event, everyone. So, what's up next month.....????

Running the inner circle Mosport 2003

By Liv Haasper

Mosport, did anyone say Mosport?

Closing my eyes, I see the bright colours of beautiful vintage racers sliding by me. I hear the roaring of the exhaust, sipped-up engines running at high power. I smell the acrid stench of burned racing fuel. I see a well designed track, cars in motion, and the smiling faces of slightly crazed racers. I see the gleam in their eyes after a win and a determination to continue after a mishap. And, I see myself at track site, sunburned, hot, thirsty, but exited. I can almost taste Mosport.



Mosport, Ontario's beloved race track, carved out of the hilly countryside, overlooking fields and woody groves, sporting one of the most challenging tracks in the world racing circuit. It's a hilly track with lots of elevation, tight hairpin corners, switchbacks and fast straights. In other words: This is ONE challenging track. No wonder, many racing legends like Stirling Moss, Jackie Steward, Mario Andretti, Bobby Unser, Richard Petty and others, too many to mention, have driven this track. Over the years, in the quest for crossing the black

and white, race cars of every description have made their way around this circle of tarmac. Today, Mosport promises an exiting weekend, the great vintage festival, celebrating 50 years of Triumphs.

We arrived late Friday morning and noticed right away, the Ottawa Valley Triumph Club had already set up on a hill overlooking the paddocks and the track. As always, getting there a day early, Bob Thomas and Fran Wright had secured an excellent camping location for us. The Hennesey's were looking quite comfy next door. But, we were still at the gates, waiting for a pause during practice runs and the opportunity to be let into the facilities. In order to drive to the infield, our designated camping spot, we had to cross the race track, drive through the pit area and also the paddocks. Ohhh, yeahhh, exciting entry, a sign of good times to come. Our rig didn't fit through the small tunnel, designed for regular size vehicles. Lined up next to us, also waiting patiently was a trailer from Texas, towing a red TR4, number 11. Instantly, a friendly conversation started up. This is how we met Bob Kramer and his family who had been driving for two days to get to the Vintage Festival. Bob was looking forward to racing his TR4.

Wilf, had already stepped out of our van and was climbing up a sandy ravine, watching the action on the track. The deep rumble of finely tuned exhausts drifted across the landscape. Brightly painted Triumphs, and other vintage cars of different makes, were already busy on the tarmac. Most of the cars we knew from previous vintage races, but we were hoping to meet our friend Donn Sopp and his 67 Spit this weekend. When I noticed Wilf, excitedly waving at me, sporting a big grin, I knew that he had spotted Donn and, just in time, I rushed up to the fence to see the rear of his green and yellow Spitfire, sporting the number 18, disappear behind a hill, casting into the pit lane. The car was looking good and had just received a brand new paint job. No question, Donn was just as happy to be here as we were. No doubt, this weekend would be a lot of fun..... Finally, after the activity on the track had come to a halt, we were allowed to drive across the track and, a few minutes later, we found our way up the hill to the club's camping location. We were towing our Spit because we intended to use our van for camping purposes. The club was already in high spirits. We quickly hoisted the club's flag and got ready to drive the Spit to the paddock area to check out who was present and racing this weekend.

There were a great number of Triumphs assembled under the big tents. TR4's, TR3's, TR3A's, TR6's, TR8's. Everybody was working on the racers, debugging, adjusting the timing, synchronizing carbs. We said hello to some people we knew. Getting ready for the race were Russ Moore, Andy Kanopka, Tom Strange and our friend Donn Sopp, and Dave Herd. We spotted Susan Kahler and her husband Brad, fellow North American Spitfire Squadron Club members, who had also come up from Texas with their Spitfire, number 42. The racer had just undergone a new paint job and the beautiful bright green colour would certainly not be overlooked on the track. Beside their motor home, we noticed a flag 'Don't mess with Texas Triumphs', signed by Kas Kastner, which attracted everyone's attention. Dave Herd, a rookie, was working on his racer. His Spit was not running right. Everyone was trying to help him out, trying to get to the bottom of the problem. Venturing over to Andy Kanopka's set-up, we visited Andy, his wife, and his little boy. Andy's wife explained that it took nine years to get this far in vintage racing. They'd bought the Spitfire and slowly converted it into a race car. Life happened, the babies came along, but slowly and surely the car developed and progressed. Andy was determined to pursue his hobby. There had been set-backs. Just lately, the garage where the Spit was stored, flooded by the overflowing creek waters behind their house. Andy and his family watched as the flood waters rose higher and higher under the Spit, which was sitting on jack stands. But, luckily, the water never rose to engulf the racer and all was saved. Andy didn't want me to leave without commenting on the help he'd received from Russ Moore over all those years. "If it wasn't for Russ' he said, "I wouldn't be where I am now. Whenever I needed help with a problem, Russ was there". I wasn't surprised to hear this. Every racer I talked too was eager to express his/her gratitude towards Russ and I had noticed, every car I checked out, where some sort of a problem or question needed to be solved, Russ was busy helping with advice, tools and equipment.

Friday went by quickly, activities never slowed down, unlimited practice races were run for the entire day. Racers of every marque and age passed by, testing the track and the equipment. Ottawa Club members arrived.

Roly Mailloux drove in with his Mk2 Spit, had all the camping equipment stuffed into the boot and was busy setting up a small pup tent. Tim Dyer and Jason arrived with his TR3. Soon their tent was ready for occupancy.

Saturday, was the day of the qualifying races. We had been scouting the track for the best location to watch the races. At Mosport, spectators have easy access to most sections of the race track. The dusty, winding roads take you to remote locations and interesting viewing areas. We drove our Spit around the sandy trails of the facility. We came across some shady look-out points where, sheltered from the hot sun by mature, smelling pine trees, we were able to relax and watch the activity on the track.

Moses' corners was our favourite spot to observe the cars coming up the steep hill, to encounter a switch back sharp curve, then making their way up the Andretti straight. Many racers spun out on this extremely difficult spot. We watched many different classes of vintage cars: The 'wings and slicks sliding across the track at great speed, the American power houses, the Mustangs, Corvettes, beauties of their own kind. The FF 1600 Championship series, consisting mostly of Van Diemens, The British racers, Lotus', Jags, Austin Healy's, the MGB's and MGA's, the Midget's. From the German front, the Porsche's, a BMW, which seems to be fast as lightning and unbeatable. Next, some Datsun's and Volvos. But, the Mini Cooper's and Austin's, always made my heart beat a little faster, screaming by with whining tires, never to be out-run by the 'bigger boys' and, lastly, our favourite Triumphs, of course.

Qualifying races for the Triumphs were a disappointment. Just as the cars finished their first lap, three Triumphs crashed. We didn't see it happening but heard the news over the speakers. The group was running under the black flag. We held our breath to hear if our friend Donn was involved. No, luck was on his side. The cars were never allowed back on the track to continue the race. Bob Kramer's TR4 also didn't have lady luck standing at track side. He'd experienced some engine trouble and had to be towed away.

The well known 1963 TR4, identified as number 158, driven by Irv Korey, suffered a mishap and was pulled out under the yellow with a crashed rear wing. Later, in the paddock area, we watched the crew and friends, frantically bashing out the bent metal, because this little handicap was not going to prevent the driver from driving the race on Sunday. And it did not. "Punt by Alexander # 197" someone had scribbled on the damaged rear wing. 'That's racing' someone commented with a wink in eyes.....it's all part of the game.

Rookie Dave Herd, first time out on the track with a new racer, kept puttering by....putt, putt.....cough....spit.....fart....putt.... putt....obviously things were not going as planned. Later that afternoon, we watched the Enduro & team relay race. This race of different makes of vintage cars stretches over ¾ hour, and is truly a performance test for car and driver. Several cars experienced difficulties and the pack of racers slowly reduced to a few die-hards; interesting and challenging to watch.

I shall not forget to mention the silly 'mess-about' at 5.15 pm. Yes, I'm talking about the lawn chair race in pit lane. Some people managed to put wheels on boxes, lawn chairs, strollers, any sort of funny contraption. Mr. Funny himself, Donn Sopp, entered his car in this event, attached a lawn chair to the boot lid, had some pink little duck as passenger strapped to the chair, and conned some crazies into pushing this arrangement down the track. Sorry to say, he lost out to a baby stroller. Well ...what can I say, if you can't win the big race, you got to try for the more important ones?

Sunday arrived. We manage to get out of bed early, regardless of the late night party. Vintage racers and their fans have a lot to talk about when not repairing engines and transmissions in the nick of time, just before a race. Actually, we had no choice to get up for the warm-up started with a bang and a roar at 9 am. Today, serious racing was taking place. The group was going for the win.....Checking up on everyone in the paddocks this fact didn't seem to bother anyone. No stress, no worry. Donn Sopp was casually checking tire pressures. Mechanically everything seemed fine, the clutch still wasn't working properly, but it would do. Dave was busy adjusting timing and tinkering with carbs. Russ Moore, as always, cool as a cucumber. His engine, which had given up at Watkin's Glen last September, had been rebuilt, the car was running great. Susan had some problems with her transmission, but was optimistic. Everyone was in high spirits.



Wilf and I had been watching some early morning races of Group 5 and 6, Vintage Sports cars and Historic Production Sports Cars. Then, it was time to sign in for the Car Show, which was run by the Toronto Triumph Club. The show took place at the infield. To celebrate the occasion, the proper English show weather was making an appearance with some rain and a thunder storm, which had everyone rushing to put up their rag tops. The rain stopped shortly and soon after we were busy drying out the cars. I spotted Sue Snyders beautiful show-stopping GT6 in the row next to me. The entry was of 63 Triumphs, respectively. The amount of vintage cars totalled 124. Sharp, at 12 noon, we were rewarded with the parade lap around the track, 2 laps of bliss, pretending to race our little Spitfire like she was meant to be driven. Wilf at the wheel, trying to break the speed record, I in the passenger seat, hanging on for dear life, but managing to shoot some excellent film, when not experiencing G- force pull during those sharp twists and turns. And, this time, it was our racer friends who stood at track side, waving and cheering US on. Oh, guys, thanks for that kind gesture. What a feeling.....

We didn't stay until the end of the car show because the feature Triumph challenge vs MG's was just about to start, 17 min plus 1 lap. Reluctantly, we excused ourselves. On our way to turn 2, a steep downhill double apex, we could hear the cars approaching and, soon after, the pace car cruised by, lights flashing, followed by the gang of Triumph and MG chasers, holding back impatiently, still quietly following the leader, but eager for take off. The pace car was followed by an original TR5 Le Mans car, driving an honourable parade lap.

I could feel the tension in the air. As quick as they appeared, the cars were gone, disappearing behind turn three, now sliding into the downhill sweeper of turn 4, then up the steep hill off Moss's corners. Wilf and I decided to make our way over to the sharp corner of turn 5 A and B, Moss's corner. It was named after the racer Stirling Moss, who decided that the existing turn was not challenging enough and re-designed it as it is today, a sharp u-turn, exiting to watch, but more exiting to drive. Just as we were at the bottom of turn 4 the group returned, now seriously speeding along, running the inner circle. The race was under the green flag.

Leading the group was the 1963 TR4 ,# 195, followed by a 1959 Austin Healey Sprite, # 86, somewhere behind these cars the yellow 1962 TR4, # 04. The battle for the lead continued. The Spitfires were running Mid-field with Donn Sopp's # 18 chased by Russ Moore's # 49. Somewhere behind him I spotted Susan Kahler, driving her 67 Spit, # 42, followed by a 1500,# 4, driven by Tom Strange. Then, cruising close behind, Andy Kanopka's, # 24 and slowly, but surely, trailing the rear end, faithful number 127, Dave Herd, experiencing some difficulties, but hanging on to faith and good hope.

With a deep roar they were making their way up the hill, shifting down in the approach of Moss's corners, tires squealing, cutting short at 5A, sliding across into 5B, taking it wide, only to accelerate into the Andretti straight, a 2 500 foot straight that is mostly uphill, with all the power the little engines could muster. Gone.....from sight and our view. A few minutes later they were passing by again. The TR4's were battling it out with the MB's. I noticed blue

smoke coming from Susan Kahler's Spit, this was more smoke than one would normally want to see. I knew Susan had some transmission problems. Andy Kanopkas Spit seemed to be running fine, regardless of some sticky carb problem. Donn Sopp just cruised by. Every time I saw him approach the turn, he was passing some other car. Russ Moore was driving easy and steady, not sign of trouble. Dave Herd seemed to experience some difficulties, pattering along without much power, but staying in the game. After a few turns, the TR4 was still in the lead, but was challenged by the 1956 MGB and a TR8, also in hot pursuit. Suddenly, in front of us, Dave Herd pulled over to the grassy shoulder of the track. As we found out later, he'd blown a head gasket and had to be towed away. He was joining an MGB, number 246, which also had given up at the same corner. Then, the last lap, last round, passing the chequered flag. Everyone was waving happily at the drivers. Tony Drew in his 63 TR4 was the first car over the finish line, followed by Joe Lightfoot, driving a 65 MGB. Third place went to Gord Ballentine and his TR8?..The Spitfire contingent placed in mid-field with Donn Sopp in 10th place, followed closely in 12th by Russ Moore, Susan Kahler in 15th, Andy Kanopka in 19th, and Tom Strange in 23rd.

The races of group 2 and 4 took place immediately following the Triumph challenge. It had started to rain and the track was as slick as a polished stone. Out of the mist, engulfed in clouds of water, appeared the cars, shadows of the past, but colourful beacons of the future. The pace had slowed to some degree, the surface of the track dangerous, slippery and wet. Susan Kahler experienced some transmission problems and discontinued, but the race was driven without minor mishaps. First over the line was car number 23, a 56 Porsche Speedster, driven by Geoff Mc Cord, followed by an MG Midget, number 191, driven by Bill Glanville, third was a Ginetta G15, number 38, driven by John Sambrooke. Spitfires placing: Russ Moore, number 13, Donn Sopp took 18th. The other Spits did not finish this race.

Sadly, the Vintage Triumph Festival was coming to an end. We went over to the paddocks one more time to say goodbye to our friends. "Look at this" called Donn Sopp, pointing to an indentation in the aluminium door panel of his racer. "My son must have 'armour-all'd the seat. It was so slippery, I had to brace myself not to slide around behind the wheel. I left the pattern of my knee in the aluminium".....Sure enough, there was a nice little dent in the door panel, a reminder of a weekend of fun and good times, a reminder of Mosport and Triumphs running the inner circle.

Letters to the editor

Hi Liv,

Regarding the book "In the Shadow of my Father & Life at Triumph", I have a copy of this book and highly recommend it also! It is much more a book about Triumph the company and the people. There is much humorous recollections included. I am willing to loan my book out, as long as it can be returned in a reasonable amount of time.

David Huddleson, Gloucester, Ontario, Canada dhuddleson@sympatico.ca

Hi Liv,

During my visit to Vancouver we stumbled across a LBC parts place ... so, of course, I had a look inside. There, on display, was a publication called the "Triumph Heritage" ... the newsletter of the British Columbia Triumph Registry (www3.telus.net/bc_triumph_registry). One small item in their July issue caught my eye:

Current Values: New Mini = \$40,000; Range Rover = \$80,000; Bentley = \$250,000; Triumph = Priceless!

About says it all, I guess.

Cheers, Mike

Hey Liv,

How do you like this one?? "I 'Spit' into the face of time, which has transfigured me!"

Gary Durham, 1500 Spitfire

Upcoming events

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 10th. 2003, 12th. Annual Auto show, Aylmer, Quebec. For information contact Boyd Somerville 819-684-1403 or Jean-Pierre Sylvestre 819- 684-9406

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

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

August 17th. Club drive and BBQ at the Shillito's in Ingleside, Ontario. Leaving at the Manordale community centre at 10 a.m. Please inform Liv Haasper of your attendance. wilivhaasper@sympatico.ca

August 17th, 2003 Cornwall Olde Car Club 8th. Annual Car Show at Upper Canada Village ' Classic cars in a classic park'. Mike & Joan Lemieux, 613-931-2087

August 24th , 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

August 26th. OVTC meeting

September 5th.- 7th. Watkins Glen International race track. US Vintage Grand Prix, <http://www.theglen.com/> Ticket Office Phone Number: (607) 535-2481, \$ US 40.—

September 18th. -24th. British invasion , Stowe, Vermont

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

September 21st, 2003 Thousand Islands Vintage Rally, St. Lawrence Automobile Club of Kingston Ontario, Contact John Kennear 613- 389-3566 or Eric Brunner 613-376-1538. Entry form at ebrunner@rc.igs.net

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

Oct. 12th. Annual Gatineau fall drive, details to be organized

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

Classifieds Wanted

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

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

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

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

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

For sale:

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

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

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

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

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

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

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

1974 TR6, original Texas car, factory air conditioning, total restoration, no holding back on cost, magenta color, new interior, everything rebuilt, totally orig, except twin stainless exhaust system, red line tires, fresh painted wheels, new top with reflective stripe, a unbelievable car, \$22 000 cdn, or best offer, pics of every angle sent by request, mailto:srobbi0511@rogers.com

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

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

1980 Triumph Spitfire, very good condition. Body recently redone and repainted BRG.Runs very well. 75000 KM, \$5,500. 613-994-3781 days, 613- 820-1838 evenings. E-mail Gagne.GP@forces.gc.ca
see autotrader.ca for a picture

1969 Triumph Spitfire Mk3. Hot fun in the summer time. Highly collectible example of a British sports car. Mechanically A-1, everything is solid and original. Hard & soft tops, tonneau cover, new tires. Stored every winter. \$7,900 obo. 125,000 km. Andrew Jenkyns, (613)769-1917, ajenkyns@magma.ca

1974 TR6 for sale. 55000 miles. All original except color. The car is in Quebec City. It's apple green with black interior. Professional written estimate : 12000 \$ Selling for 9500 \$ I've got another project and need the money. Pics available. Serious inquiries only. Marc 418-661-6143

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

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

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

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

OVTC Executive for 2002-20003

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

Vivien Kaye – Tel: 613-692-1880; Email: njkid@cyberus.ca

Newsletter editor

Livia Haasper – Tel: 613- 257-5742; Email: wilivhaasper@sympatico.ca

Social

Louis Boucher – Tel: 819-682-0707; Email: louisboucher@videotron.ca

Regalia

Roly Mailloux – Tel: 613-226-8708; Email: rdmailloux@sympatico.ca

Webmaster

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