



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November 2003

Letter from the editor

*Just one last drive.....
The Gatineau fall tour*



I'm not sure who was praying harder for good weather this October Sunday, Steph and Lee Ann St. Amant or I. We were watching the ever-changing weather forecast, keeping our fingers crossed, hoping for good news. Club members kept postponing their decisions to join us on this drive, cancellations were flooding in, but I finally put myself into the right frame of mind." We can't change the weather, so let's change our attitude" I kept telling people," we'll be driving, come hell or high water. We'll dress accordingly; we'll have warmth in our hearts, even if our noses, fingers and ears are telling us otherwise".

Early Sunday morning, out of bed, check the look of the sky. Hallelujah....Blue skies, a layer of unwelcome frost on the roof of the garage, grrrrr..... temperatures just above freezing! Get the potato salad for the BBQ packed away, the thermos of coffee casually thrown into the boot, dig out the winter jacket from under the straw hats and swim suits, no..... not the down-filled one, find those leather gloves.... Ear muffs?? No, leave those behind. Let's not get silly at this point. We're now ready for one last drive.

The contingent of Triumphs met on the Ottawa River Parking lot. 12 cars were prepped for this annual club event. Our beloved oldies [talking cars here] were polished and gleaming and I was sure I saw a glint in people's eyes that spoke of fun, enjoyment and the joy of driving through Ottawa's favourite park, into the sprinkling of falling autumn leaves, just one more time.

We had some brave souls in our midst who dared to challenge the elements and kept their tops down for the entire drive. Barry Bowden in his 1500 Spitfire, driving in front of Wilf and I, could be seen, pulling up the collar of his jacket, gloved hands on the wheel, toughing it out in the icy wind. Behind me, driving his beautiful TR3 A, Sid Wosnica crouched low behind his windshield, cap pulled down over his ears, sporting that determined look that said “nothing as unimportant as cold air is going to hinder this expedition into the hills of Quebec”.



Paul Beard, driving his beautiful and much admired Stag, kept telling me that “now would be the time for tops down” and to prove his point, this is exactly what he did. He braved the cold drive without another comment. Michel Pilon and Andre Rousseau in Michel’s Mk4 Spit started out topless, then smartened up after the first leg of the drive and could be seen riding along much warmer and more comfortable under the rag top. This was not the case for Stephan and Lee Ann St. Amant. Not having the luxury of a soft top installed on their Mk3 Spit, these two crazies were riding it out in the wind. It was Lee Ann’s first outing since the birth of their daughter, and she was determined to enjoy herself. Long curls blowing in the wind,

Leanne was ready to conquer the road and her old Spit was leading this wild bunch of Triumphs through the beautiful scenery of the Gatineau hills, ablaze with fall foliage in brilliant colours, blue lakes and streams providing the back ground to the shiny cars off all colours, the convoy of the Ottawa Valley Triumph Club on the move again.

As usual, the cars attracted the interest of pedestrians in the park. People were waving, excited and surprised to see this rambunctious bunch of British cars and drivers roaring by. The route Steph and Lee Ann had chosen for us was a beautiful one. We stopped at the Belvedere lookout in the park, after having being evicted from the Champlain one by some very insistent parking attendants. It had been convenient to take up the entire parking space of the bus loading zone, but now were given the boot to move on or else.....



Sid Wosnica’s TR3 A

I scrambled to find my hubby who, along with some buddies, had disappeared down a steep ravine and with him the keys of the Spit. The parking attendants didn’t seem too happy about this scenario. We drove around the Meech Lake area, and stopped in Wakefield to attend some important business. We were able to view the old covered bridge.



We drove along the Gatineau River, passed through the Edelweiss ski area and finally, after some wonderful spirited driving and teasing an Austin Healy driver somewhere along the route, ended up at Steph’s and Lee Ann’s home for a BBQ. The day had warmed up slightly. Some people even enjoyed the warmth of the sun on the deck, while others feasted on a BBQ, burgers, dogs and Pumpkin pie inside the cosy home.

A big ‘thank you’ goes to Steph and Lee Ann St. Amant for stepping in and hosting this drive for us when our social director Louis had to dash off to China. Everyone was happy to be able to enjoy ‘just one last drive before winter’.

Amelie St. Amant, at the wheel of mom’s Spitfire..... train them young.....

Pizza, election....and other news.....

It must have been the delicious pizza at Lorenzo's that put everyone in such a happy mood at last night's October meeting. We had a 'full house'. Pizza's kept rolling in, people had a great time exchanging news. It was good to hear that Cheryl Patterson finally got to drive her Mini Pick-up and is getting familiar with the right hand drive of her special little car. After a year of waiting, the restoration of the Mini is finished and, if pictures tell a story, it's a little beauty. Jeff and Cheryl promised to write about it and we're all looking forward to the article.

It then came to the moment of truth.....we had to elect a new executive committee for the club. Andre Rousseau was sorry having to resign from his position as president. Thanks to Andre for the year of commitment. No one stepped forward to take on the now empty position of president or the position of vice president. But, several people offered to help with organizing events and some of last year's executives offered to remain on the board

The new board of executives are:

Past president.....	Andre Rousseau
Membership and treasurer	Viv Kaye
Regalia	Roly Mailloux
Web master.....	Andre Rousseau
Social directors.....	Don Le Blanc Wayne Mercer Michel Pilon
Editor.....	Liv Haasper



At this point, I would also like to thank all the members who have written to me, offering help with anything club related. It's greatly appreciated and we'll be calling on you. We all had such a good time that there wasn't any time left to hear the details of John and Lori's trip. John has promised to move his presentation to the next meeting, which will take place at our usual place, the Knoxdale Community centre.

The next thing on the agenda was the Christmas party. It was decided that this year, instead of the usual party, we'll have a get-together at a restaurant, details to be arranged. Then, to brighten up the long winter, Sue and Tim Dyer have offered to host a Winter-Bash for all of us at their home near Prospect [Carleton Place area]. Details to be discussed and arranged. As usual, I'll keep you posted.

All that's left to say is "WELCOME" to the new social directors. Let's make the new year a fun one. Let's all work together to make this club something to be proud of, let's enjoy our Triumphs in the company of friends. Let Triumphs rule!!!!

Letter to the editor

Hi,Liv,

At this year's Formula 1 race in Indy there were displays of almost everything imaginable outside the track gates. Outside the main gate there was a set of beautiful "kit" cars in all the usual body styles: Cobra, GT40 and Cobra Daytona Coupe. All were perfectly built and, of course, very high priced. A detail on the Coupe caught my eye: the bonnet latches. It was a chrome latch with a strangely familiar script "M". The "sales person" said the M stood for the company's name (which escapes me now). After much needling, another person (the builder of the car) admitted the latches were borrowed off a friend's Spitfire.-)

John Goethert

Into colour
By Liv Haasper

It was a weekend like no other. Indian summer had arrived in Ontario with blue skies, a warm breeze and sunshine beaming down on the world and the polished steel of our Spitfire. What a welcome after the first frost had made its appearance and hopes of driving the Triumph had almost been diminished. All thoughts of work on the GT6 were quickly brushed aside. Even the temptation of cooking that turkey for Thanksgiving was terminated by visions of picnics by the lake and wonderful autumn drives. It was understood that we'd spend the day behind the wheel of our little British automobile, exploring hidden and forgotten country lanes. The landscape was ablaze with the colour, the read maples in competition with the yellows of the birch and the warm green of spruce and pine trees. Autumn had made its debut in the Ottawa Valley.



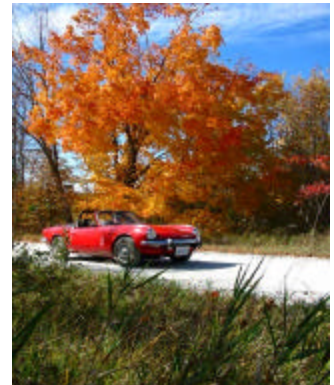
What a weekend this turned out to be. Without a second thought all intentions of keeping the car clean -and paint chip free- were pushed aside. We ventured out to explore remote country roads pounded smooth by the elements, passed old farmsteads, lost and forgotten in space and time, discovered tiny, romantic hamlets, nestled in valleys of rocky terrain in the heart of Frontenac county. We found our way through dark evergreen forest, sometimes bordered by stretches of hard wood trees, proudly displaying their fluorescent fall colours. We followed the trails of early explorers, the Spitfire willing and happy to climb over gentle hills, then casting down into fertile hollows where deer

grazed by the edge of the lane. We stopped to embrace this special day, rested on hand hewn cedar rail fences, walked over golden fields of dried grass and watch the wind catch crimson maple leaves, blowing and tossing them around, before finally given up their desperate flight and tumbling to the forest floor. We sat on a cliff, legs dangling over a ravine, the waters of a lake below us glistening and sparkling while the Spitfire waited close to the edge, polished red paint brightly shining and reflecting the rays of the setting sun.

We discovered some paved, narrow country roads, with speed limits of 40 km per hours, just waiting to be broken by a rambunctious little red car, exhaust roaring to the beat of well tuned engine, a euphoric driver behind the wheel, pretending to race Le Mans with ADU 4 B in hot pursuit in the rear view mirror. On the way home, we noticed a wall of clouds on the horizon, dark and grey, full of life giving moisture. The weather was going to change. We drove a little faster, trying



to out-run it. But, the little Spit was not fast enough. Someone up in the skies had other ideas. I noticed the first drops of rain on the windshield and soon the clouds burst into heavy sheets of water. We pulled the hood of our windbreaker over our noses, rolled up the window and blasted through the rain. It didn't matter that the rag top was still in it's casing. This time, we decided to give in to the moods of nature and didn't care about getting soaked in the process. We enjoyed the fun and kept on smiling.



We got home at 6 pm, put the forgotten turkey into the oven and didn't care that it would be ready and cooked just before midnight. We both agreed, this was the best Thanksgiving ever. It was a day to be remembered. We counted our blessing, to be able to experience life in this wonderful manner. We celebrated Thanksgiving day.



Mt Tremblant, Le circuit *By Liv Haasper*



I have to admit it, I went astray.....A friend of mine, a member of a Ferrari team, George Parker, of Scundria Ferrari of Washington, asked Wilf and I to meet him at the Mt. Tremblant Le Circuit, race track to watch the Grand American Road Race Champion series, a 6-hours enduro race. So, I turned my back on Vintage racing, just this once, to observe a race of a different kind, which involved production cars such as Ferraris, Porsches, BMW, Corvettes, Firebirds, Nissan, Mazda and many others.

After an all- morning drive across the awful bumpy highway 323, that stretches for about 20 km to Mt. Tremblant, we arrived at the track and found..... disappointment!!!! The track is extremely spectator unfriendly. Visitors can't drive or park anywhere near the track. Being used to the wonderful facilities at Watkins, Mid-Ohio and Mosport, this discovery came as a shock to us. Parking at Le Circuit is outside of the facility and, in order to get to the track, you have to walk a hilly, long stretch of about 1/2 km, carrying with you all the equipment needed for the day at the races. In our case, we strapped on chairs, the ground was too wet to sit on, camera equipment, [left the video camera behind], clothing, because the weather was unstable, food, and a lot more. We felt like mules packed down with gear, but were grateful the day was cool. I can just imagine this walk-in during the heat of summer. On top of it, the track doesn't allow coolers, bottles, bikes, or any other means of transportation. No camping at the site either. We were ready to revolt and give up. The entry fee of \$ 60 per person for the weekend, or \$ 45 for Sunday only, didn't exactly make us jump to the ticket counter either. Not many spectators were entering through the gates. After some searching, we finally found our way to the pit area and met up with George who was busy preparing for the long race. The Ferrari 360 GT, hot as a burner- was sitting at pit lane and last minute preparations were done to the car. We decided to watch the race from a spot near the start/finish line, across from the pits, a good location to observe the action at pit lane close up. From here we were able to walk the infield to watch the cars at different sections of the track. As a spectator, it's almost impossible to walk the entire track. For this reason, the most interesting driving in some of the tight corners and loops of the track is lost to the involved spectator.



The track of Le Circuit itself is awesome, a difficult lay -out, set on the foot of the ski area of Mt. Tremblant, surrounded by beautiful scenery and well maintained. Racing it, I've been told, is a challenge and a lot of fun. The 6 hour race was exiting to watch when car after car was eliminated. Most cars just couldn't take the extreme demand this race required. The 6 hours just flew by. We walked around and took some excellent photos. The little red 'Barchetta' of the Ferrari team found itself in a constant hot battle with a Porsche GT3 RS, owned by Rennwerks Motorsports, The race for the lead and the finish never let off for the entire 6 hours. Both cars were driven to perfection and the machines ran like a dream, teams working feverously and efficiently, making use of the yellow flag for pit stops. George mentioned that one can always count on lap 15 or 16 for a pit stop, it seems to occur as predicted, we discovered, re- fuelling and tire changes only taking seconds to perform. Both teams had 2 drivers, each taking turns. At the finish, after the gruelling long race, the little red Ferrari, number 33, came in first under the checkered flag. The race was finished, the Ferrari team euphoric. So were we. What an ending to this weekend!!!!



Celebrations and awards took place among a jubilant crowd. I got sprayed with champagne from head to toe and smelled like a vino on a park bench for the rest of the day. Even my camera was doused in the bubbles.

George introduced us to one of the drivers, Brent Martini, and handed us Ferrari caps, pictures of the car, autographs but, best of all, were able to spend a bit of quality time with our good friend. I'm positive, this will not be the last time we'll see the little red Ferrari number 33 race the North American Circuits. Now, it's back to reality, Triumphs are waiting for repair. Dreams of Ferraris will have to be postponed until next year.

Pictures above: Top left: Before the race in pit lane, winning car Ferrari GT 360 of Scuderia of Washington preparing for race. In front of it, Porsche GT3 RS of Rennwerks Motorsports, taking second. Below on the left. Yellow dotted BMW Picchio DP2 of G&W Motorsport, finishing somewhere mid- field.

Food for thought....

"A Gentleman does not motor about after dark". Joseph Lucas, 1923
Does he know something we don't (already know)? LOL!..Ken 2003 :-)

Winterizing your Triumph

By Liv Haasper

It's that time of the year again when we have to face the reality that winter is approaching and, no matter how often we've postponed this day, found excuses to go for yet another drive around the corner, the final decision has to be made: It's time to put the Triumph into winter hibernation. Some of us are lucky to have a dry, cosy garage where, once in a while, we can visit the sleeping car, walk around it a bit and, when no one is looking, let our fingers casually caress that dusty front wing, inspect a bit of lint the boot lid, open the bonnet, just to have quick look to see if no one has built nest in a secluded place, and if this is the case, give that red squirrel an eviction note " Out...or I'll search for the 22!!!" Some, not so fortunate Triumph owners, have no choice but to send their baby off into storage, an old barn, some large, unfriendly cold and windy building. So, what need to be done to prepare 'Little old Brit' for the long winter sleep???

The last drive:

It's time to face reality; the car is going out for her last drive. It's time to prepare for storage. You sadly drive her home and park her in her designated spot. You want the exhaust system up to operating temperatures before it is parked so that moisture isn't condensed inside, causing the pipes to rust all winter.

If your car is parked on a concrete floor, you'd want to worry about vapour emitted from the ground, lime built up, condensation, rust prevention. Some people opt to have the car up on jacks for good ventilation [also to free the suspension and take the weight of the leaf springs], others will park it on a tarp for added protection and insulation. Apparently, cars stored on a wood floor are less prone to condensation and rust problems.

Look up. Is the car parked under a roof that may leak or condensation may drop on it?? If the car is on jacks, how will you be able to evacuate it in case of fire???

Preparations:

The first thing one should do is to change the oil and oil filter and, at this time, also change the antifreeze. Cars stored without antifreeze and just water can and will result in cracked blocks, burst radiators and heaters. Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator or heater. Check your container for the proper mixture for your regional area. It will vary depending upon your expected temperatures.

Next thing on the list is to add a stabilizer to the fuel and run the engine to make sure the stabilizer reaches the carburetors.

Top of the tank to completely fill it. This will prevent the inside of the tank to develop any rust and give you problems with the fuel supply when going on that long awaited drive next spring. A full tank of gas also reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching, caused by dirty, acidic, contaminated oil.

Remove the spark plugs and squirt a few drops of oil into each cylinder, fog the engine lightly with oil or buy a commercial fogging product.

Top off the master cylinder to deduce water contamination in the hydraulic lines.

Bleed those brake lines, especially if you're using DOT 5. Water is not absorbed by the silicone and if not removed, will affect the rubber components of the brake system.

Periodically over the winter month, roll the Triumph back and forth a few times to prevent the brake pads from rusting to the rotor. Operate the brakes on occasion to prevent the cylinders from freezing. Also, engage the hand brake a few times to keep its cables and linkages moving freely. Store the Triumph with the hand brake off.

Clear out those drain holes. Make sure moisture can drain off wherever possible. Pay attention the boot and rocker sills where moisture may collect. Rubber plugs should be checked. You might even consider opening and leaving you boot open for storage so no water can build up inside the boot lid.

Pay attention to the clutch. The clutch hydraulics may leak and the clutch disc can rust to the fly wheel or pressure plate. Occasionally, activate the pedal to avoid these problems.

Remove the battery and store it in a dry place where it won't freeze. Keep it off the ground to avoid discharging. A battery that isn't in a tray can't leak.....While the battery is removed you may want to put it on a tickle charger to prevent it from freezing.

If you have air shocks, spray the air bladders with some silicone spray to protect them. If you plan on painting the car the next spring, stay away from the silicone,..... You may want to let some of the air pressure out over the winter.

If your car is not sitting on jacks, put a little extra pressure in the tires.

Add fresh wind shield washer solution [instead of water] to keep mould from forming in the reservoir.

To prevent critters from making a nest in your exhaust, bend a metal coat hanger so you can insert the 'hook' end into the muffler or tail pipe. With a hook attached in this fashion, the removal of the 'plug' is very easy.

Give the car a good cleaning. Try to get rid of accumulated dirt under the vehicle as best as possible. Vacuum the inside, polish with a protective polish or wax it to protect the paint, treat the vinyl with a coat of armourall or a similar product [a marine upholstery protector seems to work well on the vinyl of the soft top, tonneau covers, boot covers].

Treat leather seats, if you are lucky enough to have those in your car.

Give your hoses and all other rubber parts a good spray with a lubricant to keep them pliable and soft.

Remove the rubber floor mats, so the carpet can breathe.

It's a good idea to keep those little rodents in mind that are desperate for a home at this time of the year.

Rodents have been known to be most pervasive. They can burrow into seats, fenders, petal boxes, inside heater boxes, even inside exhaust headers and cylinders. Some people claim that pieces of Irish Spring soap, liberally dispensed in certain areas of the interior and under the bonnet are a deterrent for critters. Make sure the soap is

placed in a dish to prevent it from soaking into the upholstery or carpets. Mouse traps and moth balls, frequently scattered around, all of these ideas seem to be of help in the battle with 'Stewart Little' and his family.

Ventilation is the next issue that should be addressed when preparing the car for storage. A tightly tarped car will collect condensation, which in turn will cause the car to prematurely rust and moulds to develop. Moisture condenses on everything, especially during temperature changes. Make sure the car is very well ventilated. If you must tarp the car, leave the windows open a crack to allow air movement. Chose to have the soft top either up or down and leave it that way for the season. A cold soft top will not stretch into place and the vinyl may be damaged. You may even find that the bonnet itself will collect condensation, which then may run into the battery tray. And, when you think your battery acid has again damaged the paint in your battery tray, it may as well have been the condensation dripping into it from the bonnet that allowed the rust to develop.

Silica gel crystals are apparently of great help to absorb moisture. These products are not very expensive and now available in some pet supply sections of your grocery store. Put into small bags, safety- pinned close, and dispensed throughout the car, they will absorb moisture. You will be able to re-use them, season after season. Put them under the seat, into the battery tray or anywhere else you may find them useful. Overall, you want the car dry. It won't matter if it's cold.

Lastly, consider the matter of insurance. It's important to keep a theft, damage, vandalism, fire policy in effect, so keep your comprehensive insurance in place.

Spring and the first drive:

When spring has sprung on that special day of the first drive, introduce oil into the cylinders, perhaps 6 squirts from a normal oil can. Turn the engine over [maybe by hands, using the drive belt] until you get oil pressure, before replacing the spark plugs, to move the oil through the head, the pistons and the valves.

Of course, the best solution to winterize your car for the cold winter month is to drive it daily or better still, move south and drive it all year long.

Upcoming events

English Breakfast, every 3rd. Sunday at the Broadway Bar and Grill in Ottawa, 1896 Prince of Wales Dr. near Fisher. For more information contact Hil. Goldberd Tel. 692-5381 Cell 291-6616, e-mail wilur@magma.ca

November 25th. OVTC meeting. John Day will be speaking on his trip to Goodwood ,England [Long awaited and postponed presentation due to pizzas and elections, sorry John].

December 16th. 7 pm. Christmas get-together in Ottawa .. Location: Yang Ming Buffet on Merivale Avenue (at the Emerald Plaza). Reservations will have to be made, so we need confirmation of attendance from members. Please get in touch with Don LeBlanc, Tel: 613-820-8680; E-mail: dleblanc@businessaccelerators.ca

January Winter Bash at Tim and Sue Dyers near Prospect [Carleton Place area].....Join us for an afternoon of fun in the snow???

Date and time to be arranged. I'll keep you posted.

Classifieds

Wanted

Economically repairable driver's side front fender for TR2 or TR3 needed. 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

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

Spare parts needed for a 65 Triumph Mk3, doors, seats, bonnet and other various parts. Bill Johnston, [<bwhjohnston@ripnet.com>](mailto: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 wanted Chris Romer, cromer@videotron.ca

Mk2 Front bumper I'm looking for a front bumper for a 1965 Spitfire MKII in reasonably good shape - one that can be re-chromed. I would appreciate hearing from anyone who has such a bumper or knows of someone who would be interested in selling one. Roly Mailloux, 613-226-8708 rdmailloux@sympatico.ca

Parking space for car-haul trailer needed by October. I looking for a space, inside or outside, to park my trailer in the Ottawa or surrounding area. Anyone who could help me out please call, Wayne Mercer at 613-792-1252

70 GT6+ [or Mk3 Spit] front bumper, decent condition, wanted. This is the one that has the rubber over riders installed. Liv Haasper, wilivhaasper@sympatico.ca 613- 257- 5742.

Grill wanted, Mk3 Spitfire or GT6 plus, aluminum or plastic. Liv Haasper, wilivhaasper@sympatico.ca 613-257- 5742.

For sale:

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>](mailto:dwjoyce@sympatico.ca)

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

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

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

1971 Triumph Spitfire Mark 4 Loss of storage forces reluctant sale of 1971 Triumph Spitfire Mark 4 project. Base car was complete, original, running well and rust free. Body has been removed from frame for restoration. All original parts have been retained and over \$2,000 of NOS parts purchased from the Roadster Factory. We can assist with moving the vehicle and parts. Asking \$4,500 or near offer. Call 233-7052. Victoria Ridley gemini@cyberus.ca

1959 TR-3A, four-speed with electric overdrive, signal red with black interior, many upgrades including TR-4 components such as engine, suspension, twin stainless steel exhaust etc. Complete rebuild in 1993. Excellent condition, receipts, and restoration photos. Stored every Winter. Many spares, parts and regalia included. Recent appraisal (Oct.2003) available upon request. Asking \$22,500(Cdn). Call Barry Edgington at 613 731 7991 or E-Mail me at edgington7991@rogers.com

For Sale: OVTC Events on DVD and VHS.

Richmond 2001, Rally In The Valley 2002, Both Ice Cream Runs from this summer, and most recently the Gatineau Hill Run 2003, \$15.00 andre@justdrive.ca 613-276-5763

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 2003-2004

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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- 257-5742, e-mail wilivhaasper@sympatico.ca