



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*December 2003*

## Season's Greetings



### *Letter from the editor*

Triumph owners must have been on their best behaviour during the month of November. We were rewarded with a few exceptional mild days and I, always the last one to winterize the Spit, used this chance, taking my baby out at every opportunity. It was November 21<sup>st</sup> and I had to answer a grocery call, an excellent opportunity to introduce my friend Judy, who was visiting from Toronto, to Spitfire driving.

“Let me show you my little British car “I pointed to the garage at the far end of the building. She stood in front of little red Firefly, shaking her head. “Livi, Livi, I’m never gonne fit into this thing, it’s so tiny” she cried, opening the door in disbelief. “How do I get into it with my head and my feet at the same time??” she questioned, proceeded to lower her tall body into the tiny opening of the door, waving her purse at me, squeezing herself into the tiny opening past the black rag top. “Just dive in, try it out, be brave” I coaxed her pleadingly. Miraculously, she somehow fitted herself into the passenger seat, purse and all. There she sat grinning and laughing. I took one look outside, noticed it was a cool but dry day and made up my mind right there and then, we were going on a cruise. I was going to show her what Spits are made of. At first, Spitty didn’t want to co-operate. For a few weeks, due to freezing temperatures, sleet and snow, she’d been sitting unused in the cold garage. She stuttered and spat, coughed a bit, but finally gave in to my pleas and slowly came back to life, while Judy threw questioning glances at me, claiming that this adventure may not be such a good idea. “Are you sure you can get her to run? Are you sure, we’re not going to be stranded half way into Ontario?” “ Nahh, not to worry” I said,” never a guarantee with this car” trying to sound convincing, simultaneously playing with the starter and the gas pedal. A deep roar from under the bonnet and we were off, stuttering down the country road, zipping along # 15, on our way to the grocery store, getting those much needed supplies for pie making. Then, on to a sightseeing run to the Almonte waterfalls, back the long way, just for the heck of it. It was a good drive and my friend lived to tell the tale.

Today, I watched as the first snow flakes tumbled down from the grey sky, changing the cold boring landscape into a white winter wonderland, an icing sugar world. The stores are full of Christmas joy and I’m in the garage with Wilf busy with the usual winter occupation, restoration of the GT6. I’ve come to accept that the driving season may truly be over. But, maybe I’ll wait with the winterizing just in case.....

Ohh... what else is to report???

Last week, the executives met to discuss the schedule of club events for the upcoming season. We hope to make this year a fun one and have many events, meetings and cruises on the agenda. I'll keep you posted on the planning.

The highlight of the general meeting was the presentation of John and Lori Day's, who spoke about their trip to Goodwood, England. Members 'oohhhheeeddd' and 'ahhhheedd' when we were shown the many fantastic and rare sports cars at this famous, international facility. There were pictures of different marques from Rolls Royce to F1 racers. Good wood itself is an adventure in anything sports car related and thanks go to John and Lori for sharing their interesting travel story with us.

Our social directors have been working hard, organizing our **Christmas get-together** for us. Hope to see you all on **December 16<sup>th</sup>, 7 pm** at the Yang Ming Buffet on Merivale Avenue (at the Emerald Plaza). If you've not done so, please get in touch with Don LeBlanc, Tel: 613-820-8680; E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca) for reservations.

### **Winter-bash at Kings creek farm, January 10<sup>th</sup>. 2004, 1 pm**

Get ready to celebrate winter. If we can't drive them, we talk about them. British cars and owners are going to party the blues away. Tim and Sue Dyer are inviting the members of the OVTC to their home for a winter bash. **This will be a pot-luck** family affair. Bring your best tasting dish, summer photos, the kids, and a lot of good fun:

Directions and a note from Tim:

From Ottawa:

1. Take 416 south.
2. Exit at Fallowfield Road.
3. Turn right at the end of the exit ramp.
4. Turn left at the second set of traffic lights, onto Richmond Road.
5. Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right)
8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect.
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.



From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: [www.kingscreektrees.com](http://www.kingscreektrees.com). Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road.

If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com) (or e-mail us from the above website).

Looking forward to seeing everyone in January!  
Tim

Cheers, and see you soon at the Christmas get-together.  
Liv, with bells on.....have a wonderful holiday season.



### ***Letter to the editor***

Hi Livia,

Thought I would send you the following link.... I won a competition for the most obsessive TR7/8 wedge nut. You can read the details of the contest and the results here <http://www.waringstowntr7s.co.uk/> look under competitions.  
Paul McDonald

### ***Front Suspension Re-bushing: You'll wish you'd done it sooner!*** *by John Day*

Hi all. I finally got off my backside this past season and completed a job I'd meant to do years ago. Now that I've done it, I wish I HAD done it years ago! My 1976 TR6 has always been a very reliable car since I bought it in 1979, never once failing to start and run for me, and apart from replacing a couple of clutches (always typical in a TR6) and swapping my original 4-speed for overdrive, the car has remained dead stock all these years.

One thing about cars, and sports cars like Triumphs in particular, is that some items are not immune to the ravages of time, and the suspension rubber qualifies for that statement. While my car has always, and still does, run well, it has long FELT like an old tired car. Replacing the original rear springs with a pair of uprated springs from TRF did a super job of lifting and supporting the rear of the car (I wouldn't bother with a rear shock kit now), the front suspension still had its original bits, and it was getting to the point of being unpredictable in cornering, even at lower speeds. When the car was jacked up at the front, I could detect a lot of movement when gripping the road wheel. The time had come.

I had the replacement parts needed for the job, including the upper ball joints (the dust caps on the old ones had dried and split a while back, so grit had worn its way in). It was time to do the job. I tinkered slowly (as with most house chores, my wife Lori will attest) over a couple of weeks in the evenings. I also picked up a brass-bristled 6" wheel for the bench grinder. I took the opportunity to clean the suspension parts as I removed them, and the brass bristles were great at removing the grime while leaving the components unharmed. Even the brass trunnions polished up nicely with this!

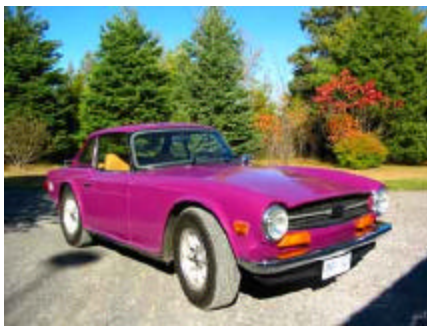
While I took care to keep the left and right side components separate for the rebuild, I realize now that what might have been a better idea was to use one side as the template for reassembly. I instead chose to dismantle both sides and clean everything at once, so that both sides were at roughly the same stage throughout. A couple of digital pics might've helped, but this didn't cause me too much inconvenience.

Another nice thing about completely disassembling everything: it certainly makes oiling the trunnions a breeze! I completely degreased them inside & out during the prep stage, so when it came to reassembly, I just had to top up the trunnion with Hypoy, and screw it into place on the vertical link, wiping away the excess that was squeezed out. The trunnions were (luckily, since I didn't bother to order replacements!) in perfect condition, and now had their original brass shine brought back to them. Similarly, the wishbones and other parts (as much

as possible – I wasn't doing a Concours job) were clean again, which made for easy work at reassembly. I had a good look at the calipers, and they were good, as were the pads, lines and hoses.

I just went with the regular rubber bushes: I don't do serious hard cornering, just back roads and lanes, so poly bushes would be overkill and unnecessary. The old rubber bushes were truly spent, and it was a little tricky to squeeze them out and squeeze the new ones in. After calling 'Doc' Mills for some advice, a bit of Moly Lube on the wishbone bushes and some trickery with the bench vise did the trick. It was a little awkward working around the calliper, which was tied up to the top wishbone mount to avoid stressing the brake hose, but otherwise reassembly went well. Again, whether you choose to do a side at a time or in tandem is up to you, but a couple glances at a complete side wouldn't have hurt!

Now that the suspension is done, and with new ball joints and bushes in place, the car FEELS newer again. Maybe someday I'll tackle the rear trailing arm bushes. I wonder how that would feel? Cheers, JD



### *Thanksgiving surprise visit*

We had the pleasant surprise of Bob and Carol Bieler dropping in for a visit on Thanksgiving day. I had been in contact with Bob, editor of the Toronto Triumph Club news letter, the 'Rag Top', a few times regarding some articles for the 'Rag Top' and it was great meeting in person and being able to inspect their beautiful 73 TR6, the Magenta Monster [ MM] , complete with hard top. Apparently, Margenta is Triumph speak for 'Barney Purple.

### *The great murky debate*

*By Liv Haasper*

We've just heard it again, DOT 3 vs. DOT 4 vs. DOT 5. Which is the best suitable? Why change to DOT 5? The subject of DOT 3 and 4, when leaking onto the paint, will destroy it and start corrosion of the metal. I just had this conversation with, Jim Robertson, who's been named number one BMW mechanic in Canada. I just had to "grill" him for information and details. Much has been said and debated about this subject. This is what his comments were:

"As far as the brake fluid debate goes, here are a few bits of information. DOT 3 brake fluids was developed along with the original brakes systems just after we moved away from mechanical brakes. These were drum brakes and were incapable of generating very much in the way of heat. As manufacturers used more and more disc brake systems on cars, the temperature attained by these new brakes increased to the point where DOT 3 fluid would boil, and therefore DOT 4 was developed primarily as a means of raising the boiling point. DOT 4 is perfectly acceptable for road and mild track use, but for heavy track use it's possible to boil even DOT 4. This is when DOT 5 becomes necessary. DOT 5 is usually silicone based and does not mix with the other two types which means, a complete flush of the system must be undertaken when switching."

#### **Facts:**

DOT 3 brake fluids are mixtures of glycols and glycol ethers.

DOT 4 is chemically compatible with DOT 3, glycol based, but with a slightly higher boiling point. It contains borate esters in addition to what is contained in DOT 3.

These brake fluids are somewhat similar to automotive anti-freeze [ethylene glycol] and are not a petroleum fluid.

DOT 5 is silicone chemistry.

If DOT 4 and 5 are mixed they will create sludge.

There are two types of DOT 5 fluids. They are: SBBF [Silicone based brake fluid] and NSBF or Non-silicone based fluid. DOT 5 NSBF's are not widely found, but they are slowly getting more recognition. DOT 5 fluids will not absorb moisture, while DOT 3 & 4 does. This means, you have to completely clean out your brake system of any traces of previous fluids as well as any moisture. If this is not done, you risk causing corrosion in the system. Brakes continue to absorb moisture near all the seals at all times, so you will have to bleed the brakes on a regular basis to remove the moisture.

DOT 5 tends to be rather viscous. It's very easy to get air bubbles into the system, which are very difficult to remove. It's impossible to get brakes bled properly if there's air entrained in the brake fluid.

The important technical issues governing the use of a particular specific brake fluid are:

1. Fluid compatibility with the brake system rubber, plastic, and metal components.
2. Water absorption and corrosion.
3. Fluid boiling point and other physical characteristics.
4. Brake system contaminations and slugging.

#### **Fluid compatibility:**

Brake system materials must be compatible with the system fluid. Compatibility is determined by chemistry and no amount of advertising, wishful thinking, or rationalizing can change the science of chemical compatibility. Both DOT 3-4 and DOT fluids are compatible with most brake system materials, except in the case of some silicone rubber external components, such as calliper piston boots, which are attacked by silicon fluids and greases.

#### **Water absorption and corrosion:**

DOT 3 and 4, being glycol based fluids, just like ethylene glycol antifreezes, are readily miscible with water. Long term brake system water content tends to reach a maximum of about 3 %, which is readily handled by the corrosion inhibitors in the brake fluid formulation. Since the inhibitors are gradually depleted as they do their job, this brake fluid needs to be changed periodically. DOT 5, not being miscible, must rely on the silicone [with some corrosion inhibitors] as a barrier film to control corrosion. Water is not absorbed by silicone, as in the case of DOT 3-4 fluids, and will remain as separate globule, sinking to the lowest point in the brake system, since it is denser.

#### **Fluid boiling point:**

DOT 4 has a boiling point of 446 F while DOT 3 is boiling at 401F, and both fluids will exhibit a reduced boiling point as water content increases. DOT 5 in its pure state offers a higher boiling point of 500F, however if water got into the system, and a big globule found its way into a calliper, the water would start to boil at 212F, causing a vapour lock condition [possible brake failure]. By contrast, DOT 3 fluid with 3 % water content would still exhibit a boiling point of 300F. Silicone fluids also exhibit a 3 times greater propensity to dissolve air and other gasses which can lead to a "spongy pedal" and reduced braking at high altitudes.

#### **Brake system contamination:**

The single most common brake system failure, caused by a contaminant, is swelling of the rubber components [piston, seals, etc.] due to the introduction of petroleum based products [Motor oil, power steering fluid, mineral oil, etc.]. A small amount is enough to do major damage. Flushing with mineral spirits is enough to cause a complete system failure in a short time.. Flushing with alcohol also causes problems. BMW brake systems should be flushed only with DOT 4 or 4.

If silicone is introduced into an older brake system, the silicone will latch onto the sludge generated by gradual component deterioration and create gelatine like goop, which will attract more crud and eventually plug up metering orifices or cause pistons to stick. If you have already changed to DOT 5, don't compound your initial

mistake and change back. Silicone is very tenacious stuff, and you will never get it all out of your system. Just change the fluid regularly. For those who race using silicone fluid, it's recommended that you crack the bleed screws before each racing session to insure that there is no water in the callipers.

Additionally, a new fluid type based on silicon ester chemistry [not the same as silicon] has been developed that exhibits a minimum dry boiling point of 590 F. It is miscible with DOT 3-4 fluids, but has yet to see commercial usage.

Bibl.

Airheads BMW news letter, July 1995

Ferrari 308 FAQ

*'Twas the night before Christmas, the British car way  
by Carl Mc Iver*



'Twas the night before Christmas and all through the garage  
Not a car was dripping, not even the Dodge.  
The MGT and Spitfire were on their jacks of rust  
In the hopes that I would someday wipe off the dust.

The cars were all covered with blankets and toys  
Dreaming of the day they'd race those dratted rice boys  
I in my greasy overalls, and my wife in her slip  
Had just settled down for a beer and chips.

When out from the shop there arose such a clatter  
I sprang from my easy chair to see what was the matter  
Away to the door I flew like a flash  
Stumbled over a crankcase and busted a dash.

The coloured lights' glow from outside the house  
Caught the darting tail of the dashing mouse  
When, to my wondering eyes should appear  
But an oversized Spitfire, and eight fancy reindeer.



With a plump old driver, looking so doofus  
I knew at once it had to be Saint Lucas  
Blinking away, his lights they harkened  
And he cursed his brother, the Prince of Darkness.



"Get me some American relays, and fuses and wires  
I have to get these toys out before the night retires!  
Give me a dizzy that won't die when it's hot,  
I have to get back to the UK, get coffee in the pot!"

So I looked under the dash at wires all green  
And the puddle of oil creating a sheen  
I threw in a one-wire, and lamps and switches  
Replaced all the wiring installed by lazy sons o' b\*\*\*\*\*es.

All at one the lamps came ablaze, and lit up the night  
And the reindeer put on sunglasses to deal with the light  
Saint Lucas grinned and thanked me most profuse  
"Thanks for the juice, my boy, and that new 30 amp fuse"



At the top of his lungs he bellowed at the deer:  
"Come now boys, let's spread some Christmas cheer!  
Now Blinky! Now Dim! now, Flicker and Buzzin!  
On Leaky! On Drippin'! on Dribblin' and Cruddin'.  
To the end of the street, to the end of the road!  
To the last run of the night, we've got to spread this load!"

Spitting up leaves as he rushed out of the street,  
He glanced back at me, standing in my bare feet  
"Thanks again my son, thanks again from us all  
It's been a blast, and we'll have a ball!"

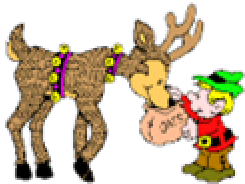


The Spit crawled away into the night,  
Eight glittering reindeer giving all their might  
But the load was heavy and the engine too small  
"I need a quart of Red Line, my boy, quick, before I fall!"

As the car dipped at the end of the road,  
I tossed him a whole case, to further his load  
I yelled "You've gotta make it, this has to be fast,  
This stuff will help that old engine last".

He snagged the oil with a flick of his plump wrist  
And quickly faded away into the early morning mist  
As the lights raced away like a shooting star  
I could hear him exclaim from way up and afar:

"Merry Christmas, my son, Merry Christmas from me.  
Have a pint of stout for us, I'm driving tonight, you see!"  
As I stood there, bare feet in the snow,  
It dawned on me, I couldn't feel my toes!



Hopping back to the shop, stumbling as I went,  
Closed the garage door, feeling quite spent  
My wife came out, to see what transpired  
I couldn't tell her, see, I had to put my feet in the fire.



But my wife, she still thinks my story is trash  
She thinks I just threw out my very best stash  
But I know the truth, I know it, I'm convinced  
Saint Lucas is out there, and his car is running still  
And his cousin the Prince? Well, should I ever tell?

I still remember his last words, I remember them all  
When I drive on cold nights, when my car sputters and stalls  
I needed that dizzy, dammit, I need it tonight!  
I gave it to that fat blob, gave away it all.

Here's to automatic transmissions, here's to no clutch  
Here's to making your wife get out to push.  
But for the rest of you, as I drug away the pain  
>From the stumps of my toes, when I try to walk in vain:



Merry Christmas to all, may your family be of good cheer  
But me? I'll kill that fab blob, I'll butcher his deer.  
I gave away it all that night toes even, my best stuff for sure!  
But Saint Lucas, that cheating sot, left me eight piles of manure!



Merry Christmas! Courtesy of Carl McIver on the TR8 list.

### *A British Car Tale*

Once upon a time, there were two young men who were very much alike. One was named Ernie and the other named Hugo. Even though they were a lot alike, they had never met one another. They lived in separate towns in different parts of the Country, but they did share a lot of common ground. Like many people, they both liked tinkering in the garage, spending quality time outdoors on a beautiful day, sightseeing while traveling, and enjoyed doing exciting things with their friends and loved one's. But unfortunately, there was something missing in each of their lives. You see, they had slipped into the deep, dark doldrums of life, and had become boring. As a result, they were spending a lot of their spare time on the living room sofa flipping television channels and watching others having a good time. This seemed to be their way of coping.

One afternoon while Ernie was driving home from work in his daily run-of-the-mill family car, he began to think about what he might do once he got home. He thought and he thought, but he became saddened when he realized that he couldn't think of anything. So he decided that he'd settle for eating an early supper, then watch television until he couldn't stand it any longer, and then go to bed. The next day he'd do the same all over again.

While keeping his focus on the road ahead he spotted an eye-catching little sports car heading toward him. He could see the driver of the car was wearing a baseball style cap turned backwards, and he appeared as though he was having a great time driving his fun little car. He took a closer look at the car, and realized it was a little British car that he hadn't seen on the road in many years. "Wow" he thought to himself, "That guy looks as though he's having the time of his life. What a wonderful way to spend a beautiful afternoon unwinding after a hard days work. I could sure have a lot of fun with a car like that!!" Ernie waved to the driver of the car, then gave him the thumbs-up sign, and the driver waved back with a big smile.

Ernie was right, the expression on the guys' face was unmistakable. He was surely having the best time of his life. As a matter of fact, it was something he did on a regular basis because he knew the best time of his life was now. Driving his British car every day was essential. During that entire week, Ernie spotted more and more little British cars driving around his town that he hadn't seen in many years. Some of the cars he had almost totally forgotten about. He later discovered why they seemed to be suddenly making a comeback in his town. The entire week was a special honorary week for all classic British Cars. It was called British Car Week. He learned that British Car Week is an annual awareness week intended to encourage British car owners to drive their cars regularly and provide them with increased exposure for the people in their community to appreciate. It's a week for enjoying them, but also for remembering the pleasures they have brought to the many lives over the years, especially those who have been fortunate to become familiar with them during the past and present.

By now Ernie was getting very curious, and decided that he'd like to become more familiar with them. He wanted to know all sorts of things like, "Where can I buy one? How can I find a good one? Are parts available? If so, then here do I buy them? Are there local clubs that provide helpful support? Do they still publish books



and magazines about these cars? Where do I begin!?"

Fortunately Ernie was able to talk to some of the car owners during the week, and within a few months he had joined several British car clubs. As a result, he met some great new friends, located books to read, and subscribed to magazines that enabled him to learn as much about British cars as he needed. He located a car that he found for sale in a club magazine, and is now the proud owner. He also bought another car that needed to be restored, and is now buying parts for it. There was no longer any doubt what he would find to do after work, and in many cases he didn't return home immediately after work. Instead, he was taking the long way home because he was driving his enjoyable little British car.....

Be sure to mark your calendars and tell all of your friends and British car club officials about the **8th Annual British Car Week! May 22 - 30, 2004**

Oh, I almost forgot! You're probably wondering whatever happened to Hugo? Well, he's at home sitting on the sofa watching television. Unfortunately his British car clubs didn't celebrate British Car Week.

See you on the road.....

Scott Helms - Curator

[BritCarWeek@arczip.com](mailto:BritCarWeek@arczip.com)

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

### *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](mailto:wilur@magma.ca)

**December 16<sup>th</sup>. 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](mailto:dleblanc@businessaccelerators.ca)

**January, 10<sup>th</sup> January Winter Bash, 1 pm at Tim and Sue Dyers** near Prospect [Carleton Place area]..... Directions on page 2, in the "Letter to the editor section" .Join us for an afternoon of fun in the snow???. Again, we'll need a note of attendance from the membership. Please contact Don LeBlanc, Tel: 613-820-8680; E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

**January 27<sup>th</sup>. General meeting at the Knoxdale Community Centre. 7.30 pm**

**February meeting at the Knoxdale Community Centre, 7. 30 pm, speaker:** Our very own 'Doc' Brian Mills on the subject: ' Differential and other interesting tech talk'.

**May 22 - 30, 2004-8th Annual British Car Week!** [BritCarWeek@arczip.com](mailto:BritCarWeek@arczip.com)

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**OVTC club fleece vests with club logo for sale.** \$ 30.—taxes included Price is \$30.00. All sizes S, M, L, XL & XXL

Please contact Roly Mailloux ,Tel: 613- 226-8708; Email: [rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)



## *Classifieds*

### *Wanted*

**Front seats for a GT6+ wanted** Call Peter Jeffrey: 613 254 7484, e-mail: [pjeff65046@aol.com](mailto: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](mailto:david.malloy@uregina.ca), (306) 585-5186 (Office), (306) 337-2444 (FAX)

**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](mailto: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](mailto:wilivhaasper@sympatico.ca) 613- 257- 5742.

**Grill wanted, Mk3 Spitfire or GT6 plus**, aluminum or plastic. Liv Haasper, [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca) 613-257- 5742.

**Wanted: Triumph TR6 (1976) HARD TOP** any colour (or racing green if available,) Contact Devon at [millardevon@hotmail.com](mailto:millardevon@hotmail.com)

### *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](mailto: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](mailto: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](mailto:dmsymons3@yahoo.com)

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

<b><i>President</i></b>	Vacant	
<b><i>Treasurer and membership</i></b>		
Vivien Kaye	Tel: 613-692-1880;	Email: <a href="mailto:njkid@cyberus.ca">njkid@cyberus.ca</a>
<b><i>Social</i></b>		
Don LeBlanc	Tel: 613-820-8680;	E-mail: <a href="mailto:dleblanc@businessaccelerators.ca">dleblanc@businessaccelerators.ca</a>
Wayne Mercer	Tel: 613-792-1252;	E-mail: <a href="mailto:wmerc@hotmai.com">wmerc@hotmai.com</a>
Michel Pilon	Tel: 613-744-6431;	E-mail: <a href="mailto:Mipilon@yahoo.ca">Mipilon@yahoo.ca</a>
<b><i>Regalia</i></b>		
Roly Mailloux	Tel: 613- 226-8708;	E-mail: <a href="mailto:rdmailloux@sympatico.ca">rdmailloux@sympatico.ca</a>
<b><i>Web master and past president</i></b>		
Andre Rousseau	Tel: 613-590-7365;	E-mail: <a href="mailto:andre@justdrive.ca">andre@justdrive.ca</a>
<b><i>Newsletter editor</i></b>		
Livia Haasper	Tel: 613-257-5742;	E-mail: <a href="mailto:wilivhaasper@sympatico.ca">wilivhaasper@sympatico.ca</a>

Please send submissions for ***OVERDRIVE*** to Livia Haasper, 6<sup>th</sup> 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](mailto:wilivhaasper@sympatico.ca)