



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

**January 2004**

**Letter from the editor**

**HAPPY NEW YEAR EVERYONE!!**

I can't believe we've slid into the year 2004 as fast as we did. Reflecting back to the year 2003, and looking through the files of pictures I took during club events and meeting - the ones that didn't make it into the news letter - I decided, a few are worth sharing. Here are some pictures of the Gatineau run in October.



Don LeBlanc, President of the OVTC

### ***New Years News***

Our good friend and social director, Don LeBlanc, has stepped forward to fill the vacant position of the presidency and will lead us into the New Year. Don has been actively involved organizing and planning the years events and all of the meetings. It looks like we'll have a year of fun, drives, shows, meetings and seminars planned, starting with the New Years 'bash' on January, 10<sup>th</sup> at Sue and Tim Dyers home.

My comment to Don: "You're doing the job already, you may as well take on the title of President."

In the name of the membership, thanks for stepping up Don, we'll support you all the way. For January meeting info please go to the 'events' section. It's \*show and tell\* and we need your participation.

### ***Please welcome new members to the club***

Peter Stephens, owner of a '74 TR6 and Dale Boyd, with a '66 TR4A and a '74 TR6, have joined our group. Welcome to the Triumph Club!! Hope to see you both at the next events in January.



Lee Ann and Stephane St. Amant



Paul Beard and Sid Wosnica

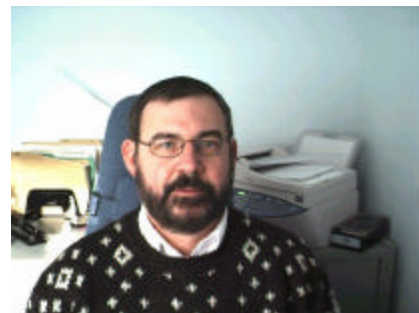


OVTC Triumphs at play

## *Letter from the President*

I would like to take this opportunity to wish everyone a Happy New Year. I hope you have all enjoyed the holiday season, and are ready for exciting new challenges in 2004.

This is my first opportunity to address the club membership as the new acting president, so I thought I would take a few minutes to introduce myself and explain what has been happening. As I'm sure everyone recalls, at the October elections no one stepped forward for the office of president, so you may well be asking yourself what has changed.



The club executive, both the active members who continued from 2003 into 2004 and the new members (myself included) who joined the executive for 2004, agreed that in the absence of a president, we would run the club as a team effort. Given the tremendous commitment of the executive we have in this club, management by committee actually works quite well. However, we also realized that it is important to have a focal point for communications with the other clubs, and even within our own club to help steer the meetings and provide direction when needed. Therefore over the holidays, I put forward my name to the executive and offered to take the position of president for 2004. This proposal received the support of the executive team, and will be presented to the club membership for a vote of approval at the January club meeting. So, with the support of the executive but pending confirmation from the club membership at a January vote, I have started to assume the responsibilities of president of the OVTC and am writing this column for our monthly newsletter.

On a personal note, I understand that many people in the club do not know me very well yet. Although I have been a member of the club off and on since 1996 when I bought my Spitfire, due to family commitments it has not always been easy for me to participate in a lot of the events. I have some very fond memories of participating in the 1996 Canadian Classic when it was hosted here in Ottawa, and of some of the club organized drives and Richmond Classics over the intervening years. I generally use the Spit almost daily, Monday to Friday during our driving season, but seldom on weekends. In the past, when our daughter was younger, family activities often precluded joining weekend drive activities, and I have missed enjoying that part of our hobby. However this past year, and with the support of my family, I decided to participate in as many of the club events as possible and in trying to help the club remain a fun and important part of enjoying our cars, leading to a decision to volunteer for the executive.

Looking forward into 2004, I can see a number of very exciting opportunities for us in the OVTC. At our first meeting of the new executive in November, we discussed several initiatives that you will hopefully find interesting and enjoyable. We have started to discuss holding a British Car Day in the Ottawa area similar to the wonderful event in Kingston put on by the Boot 'n Bonnet club. We are hoping to invite the other local British clubs to a darts tournament in the late winter, and are putting together a fun afternoon at a local go kart track for the OVTC membership sometime in February/March to give us a chance to do something really different. We have a number of interesting drives for 2004 on the table for discussion and will be presenting more details on those in the coming months.

At the upcoming "all clubs" meeting in January, we will be presenting these ideas and others and attempting to solicit support for more joint efforts with some of the other British clubs in the area.

At the end of the day however, this is your club and we on the executive can only help provide you with the kind of club you want to belong to. We think the combination of some social events like the recent Christmas Dinner at the Yang Ming Buffet, and the upcoming Winter Bash at Tim and Sue Dyer's house on January 10<sup>th</sup>, some inter-club events like the car show and the darts tournament, some OVTC organized drives and/or treasure hunts, and the continued excellent information sessions at the monthly meetings will present us with a Triumph club that brings us together and really creates an environment to enjoy our cars in many ways. We want to hear other suggestions that people have for things we could be doing, and always welcome volunteers to help in the organizing.

A Happy New Year from myself and the entire executive. Happy motoring in 2004.

Don LeBlanc

## ***OVTC Christmas party 2003***

***By Don LeBlanc***

On December 16, about 40 OVTC members and their families gathered for a fun end of year celebration at the Yang Ming Buffett on Merivale Avenue.

It was our last chance to get together as a club for 2003, and was a great way to relax and get to know our fellow club members and their families a bit better. Talk of the winter projects was probably the main subject at most of the tables. I know it is always a sad day around my house when the car gets put away for the winter. The only highlight is thinking of the things I will be able to get done while it is stored to make it even better for the next year.

Due to an unfortunate turn of the weather that evening and the threat of a severe ice storm, the attendance was just slightly smaller than anticipated, but those who were there had a great time. The restaurant was able to seat the entire Triumph club group in our own section away from the main body of the restaurant, making it feel quite cozy and giving the event a special feel for us. The food was excellent and just kept coming and coming.

It is so easy to get carried away at a buffet like this, and it was probably a good thing we weren't trying to squeeze back in behind the wheel of our Triumphs to go home afterwards. Diets are for after New Years, right? Several door prizes were given out to the lucky group by drawing tickets from the hat. We didn't keep a list of the winners, but you know who you are. (Thanks Bob for bringing those to the November meeting).

In addition to the traditional fortune cookies, the restaurant provided each of us with a bamboo 2004 calendar describing the animals comprising the Chinese zodiac. Cheers to the Yang Ming for hosting our group at this busy time of year. Any of you who missed the event and haven't been to this restaurant, but enjoy a wide variety of well prepared foods should think of giving them a try in 2004.

Regrettably, no one present remembered to bring a camera, so we don't have any photos to share of this event. We will make sure we remember that for the upcoming event at Tim and Sue Dyer's on January 10<sup>th</sup>. Hope to see you there!!

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

Sunday was a nice crisp day (before the snow started), so off to the gas station to top up the gas tanks I went. While I did NOT have the top down on the TR7, it was still a pleasant drive. And for those that are not aware, the more "modern" Triumph sports cars (TR7 and TR8) have a very efficient heater unit, so extreme comfort was had. With the TR7 filled up, and parked in the garage, it was time for the TR8 to go for probably its last blast for 2003 (well, you never know!!!). It was a fun drive, and I cleared a bit of that carbon from the exhaust pipes.

David Huddleson  
Ottawa, Ontario

## ***My Quest For A Mini -- Part 3***

***By Cheryl Patterson***

Hello everyone!!!! Well, it's now been a year since I purchased my Mini. It's finished and is now safely tucked away warm and toasty for the winter. As anyone who has done restorations would know, not everything went as smoothly as planned. First off, the body mechanic at Riteway Auto Body (Bob) met a lady from Chile. At first, I didn't think this would be a problem but then I found out this lady from Chile is very wealthy (she owns land over in Chile). Before Bob raised another welding torch, he was leaving his job here and making plans to move to Chile, a very rude thing to do to me, I might add, I kinda felt like I had been jilted. Well, right about that time, Len the owner gets offered a job as a painter at Kanata Collision. The Mini was moved over to this shop and Len worked on it in his spare time. This actually worked out for us as Kanata Collision has a great paint booth and they're also in the same complex as British Automotive, where the Mini would be heading after it was painted. Needless to say, my poor baby got pushed back'n forth on a regular basis.

On Sunday, Oct. 4<sup>th</sup>. I had to take Allan to his Taekwondo class in Kanata. Jeff told me that Len was going to to some work on the Mini that day so I decided to take a drive over to the body shop while I was waiting for Allan. At the exact same time I was walking into the shop, Len was pushing my baby out of the paint booth. I just stood there with the biggest smiley face I could produce. The only words I could manage to get out of my mouth was "Oh my!". As some of you may know, it's not often I am rendered speechless. She was/is absolutely beautiful. Now, of course there were no doors, no windows and no interior, but the paint job was flawless. I chose Cashmere Gold which, of course, is an original Austin Mini colour.(I decided a few months back not to go with Old English White, much to both Jeff and Len's delight). When I saw Jeff later that day, he knew just by the look on my face that it was painted. There is no mistaking the look of sheer pleasure.

On Monday, Oct. 5<sup>th</sup>, Eric and Rob from British Automotive helped Jeff push the Mini from Kanata Collision to their shop. During the next week they installed the gas tank, new brakes, installed gas lines, new brake lines and a new battery cable. The truck was then driven back to Kanata Collision for installation of the doors, windows, interior and all the trim. Another week later it was driven to Jims Service Centre (conveniently in the same complex) for the safety. The ball joints failed, so it went back to British Automotive. Eric put in new ball joints, then back to Jims and, finally, the safety check was written up. Then, it was off to the License Bureau for license plates. I decided to go with historic plates, which shouldn't have been a problem except for one minor detail. My Mini had been registered as a commercial vehicle and, apparently, trucks cannot get historic plates. A telephone call was made to Toronto and, 45 minutes later, I was walking out with historic plates and an ownership that now says I own a 1973 Austin Mini 2 door (instead of a 1973 Austin Mini Pickup).

Jeff made the first test drive in my little truck. When he determined that everything was working to his standards (so HE says), I set out for my first drive. I went around our subdivision, adjusting to the right hand drive. My second drive a few days later consisted of the subdivision again and out on the highway for about half a kilometer. After my third drive, a week later, I was ready for the highway. I went all the way to Almonte and back (did I mention that Almonte is 8 miles away). The Mini is noisy inside, rides rougher than most 4 x 4's, but is absolutely the most wonderful, and definitely the most fun vehicle, I have ever driven. Jeff took it on its longest voyage to-date; all the way to Munster (about 18 miles) to visit a friend.

As stated above, away for the 190 miles on it great. Let me add on pins'n needles so I can play with people, during out for us when 'cause you just your gonna see us



my baby is put season now. We put and she works that I'm gonna be until spring arrives her properly. So 2004, keep an eye you're on the road, never know when out'n about.

Cheryl Patterson

## ***Are Triumphs unreliable??***

***By Liv Haasper***

This question came up on a Triumph mailing list and made me think of how I've evolved from a sceptical Triumph driver to one of confidence and trust in the old Spit that I own and love.

When complaining about unreliability in our classic British automobiles, let's not forget the age of these beloved oldies, the abuse they may have encountered by previous owners, often the absence of proper maintenance until somewhere abandoned and discarded as useless and not trust worthy. But, as all classic cars, Triumphs deserve the respect of their vintage roots and recognition that constant attention to mechanical components has to be practiced at all times. The old

technology of these cars, though relatively simple, should not be neglected and taken for granted. Given that extra touch of TLC, Triumphs will not disappoint you.

After the restoration, when I first drove my Spit, I had been sceptical to the point of hypochondria. The boot of my Spit was stocked up with various spare parts, the Haynes manual within easy reach for reference, colour co-ordinate flash lights ready for illumination for those potential night mare situations of panic during the dark hours of the evening. I drove the Spit with caution, listened to every noise and sound that I could, or could not, detect, waiting for the moment when those wire wheels would pop off and set the 'Fly' and I tumbling down the ravine, after all, I had been alarmed that this may happen if my wheel studs were not of good quality a certain length in size.

The car has proven me wrong in my worries. During my first exploratory outings, after the restoration had been completed, I experienced the odd, rather stupid and careless failures. The car hadn't been running for 20 some years and needed to be "de-bugged". One evening, while cruising around leisurely on a dark country road, I came to an unexpected halt. Blubb, blubbb.....bluuuu....." More gas, step on the gas".....my better half yelled over the Latin rhythms blasting from the radio.....But, no matter how much I pushed that pedal to the floor, I could not convince the gas to flow through the plugged fuel filter.....Calls arrived from Indiana and Wisconsin " Clean out your gas tank, it's probably full of rust". My friends were right, the job was tackled, a spare fuel filter added to the assorted bits and pieces in my tool bag. Then, the usual carburetor adjustments needed to be dealt with. Too rich, too lean, not synchronized, lack of air flow, wrong needles???

This trial and error period behind me, I maintain the Spit, I look after it, lovingly and thoroughly. So far, the car has faithfully stood up to all my demands of driving. She has not let me down in any way. I've gained trust in her abilities and reliability. I drive it everywhere, everyday. The Lucas electrics have never failed. We installed a new wire harness at the time of restoration. Again, no failures, no problems. Lucas can't really be blamed for all the electrical problems. It's old tarnished wiring that has experienced abused and neglect, often been exposed to the elements for 30 years or more, that is to blame. The old car, after rescued from abandonment in a dusty garage for over 20 years, has given back to me 100 %. She's become a trustworthy little automobile, appreciated by her owner and care taker.

Gary Tash, Spitfire owner in Washington, who allowed me to reprint the following from his journal, feels the same way about his car when he wrote this in his journal.

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*"The Sun appears to be waiting for us just ahead, somewhere. The car is running very well. The temperature is cool, but not cold. Some travelers, boxed in their cars, peer out at the crazy people in the little green machine, with wind and sky and sun where a roof ought to be. Judy says it feels good. Being crazy? Being looked at like we're crazy? Both?"*

*Yakima, the Canyon Road. It is a road and a day made for motoring – no rush . . . no monotonous straight stretches - and for memories of other times and other cars. In earlier, hotter months there are devices of myriad shapes and sizes - tubes, rafts, and dinghies - all bearing sundry shapes and sizes of passengers, floating slowly on currents not seeming to move at all down the flat, gently sweeping course of the Yakima River. On a night, sometime, on a journey, from somewhere, the moon turns the river to a broad path of pale silver liquid light. It is a mysteriously motionless landscape, a dreamscape. It doesn't shimmer, it doesn't scintillate, it just reflects the reflected light of the day from the dark contours of the night.*

*The grays and browns of the rocky canyon heights are the base coat for livelier greens, sparse on the heights, but flourishing along the edges of the river. Fall has now begun to touch the green. Liberated golds and reds, oranges and yellows are sprinkled sparingly and gently here and there. And all are restated deep in the river.*

*This fall day in the Yakima Canyon is warm in the Sun, quiet; just empty enough of others to be a place alone, a proper place for the summer's ends, drawn gently together. Indescribable, the feel of the Sun as it radiates through the air onto our faces, countering the cooling as the car, and we, flow easily, smoothly through the air along the broad sweeps of the Canyon Road. The even, steady note of the engine is hardly noticed."*

*I've got it, and I'm going to keep it. And as soon as the engine, the gearbox, and the seats are back in we're going to fly - long and low and slow across the land.*

## *Beware of scams*

Anyone with internet access is bombarded with scams on an almost daily basis. Here is some information about scams that have come across my desk during the last few weeks. This one caught my attention because it involved the sale of Triumphs. Some basic scam are as follows, but beware, there are different versions of the scam. There are as many variations as there are scammers. Most of the scams seem to originate in Africa, however some may just take place in North America. So be aware.

Most scams involve sending the seller excess money from a third party. You deposit said cheque, wire him the amount of the cheque less the balance for your car. His cheque is then returned to your bank as counterfeit and your bank balance is then decreased by the amount of the counterfeit cheque. It's too late for you to recover the funds you have already wired as someone has collected. No one ever contacts you about making arrangements on shipping the car etc...and you're simply down some bags of money...The only way around it, is to ensure that the cheque sent to you clears and the money is deposited in your bank account prior to wiring money to the alleged buyer.

This letter is typical of some of the scams on the internet and was posted on the GT6 web site. Someone on the forum had an offer to buy his car from Africa a couple of months back - apparently the scam is to do with fake cheques - see link below (he got as far as receiving the fake cheque before he realised the scam.

<<<<<

Dear sir,

LETTER OF INTEREST

I am Mr Francis, internet procurement manager for F.C. Engineering limited. We (the company) specialise in purchase of vehicles/machines for customers here in Africa, and Europe. We are sourcing a used MKIII for our customer, therefore we are interested in purchasing your 1973 MKIII mentioned above. We will make arrangement for the pick up of the MKIII once payment is confirmed and cleared by you. Please acknowledge the offer and we will inform the buyer of your confirmation of acceptance to sell. Do you accept cashier check as payment and what's your firm price?  
Regards.

<<<<<<<

More info on this at:

<http://www.cbsnews.com/stories/2002/11/01/eveningnews/main527883.shtml>

<http://www.fsswebsites.com/scamalert.html>

Another scam happened to a person on the Spitfire forum who was in the process of selling his 79 Spitfire. He placed an ad in the local 'autosshoppers' and classifieds. Additionally, he advertised the car on a couple of internet auto sites. Previously he had very good results selling cars this way, especially British cars. He heard of the frauds going on, but he had no idea how inundated he would be with these sort of fraudulent buyers!  
He had this to say:

1. They want to keep contact only on the internet. They neither call you when you supply your phone number, nor will they supply their phone number or address.
2. Their email contact is usually one of the anonymous type: yahoo, hotmail, go.com, earthlink, etc. The sort that most spam filters keep out to begin with.
3. They use poor English (ahem-American). Obviously some lame attempts to translate are employed. These fraud perps definitely are from some non-English speaking country. The funniest was the guy wanting to buy "fairly used cars".
4. They are all too eager to send money while asking few questions about the car. Often they are representing a "client"

who urgently needs the car.

5. Now, it gets to the juicy part of the fraud: They will send a "cashiers check". But it will be from 'a guy in America who owes them money". An amount in excess of the purchase price of the car. This full excess amount is to be sent to me, the seller. And, after paying the shipper out of the "excess", and sending the remaining excess amount, via cashiers check, to the buyer, AND delivering the car to the shipper--guess what: the original "cashiers check" turns out to be counterfeit and is returned by the bank!

Don't worry. I still have my car and have not received the so called cashiers check. But the site I advertised the car on had a posted warning regarding fraud like this, stating the details as I have recounted them. So far these perps have gotten as far as telling me about their American contact who owes them money in excess of the purchase price.

My response was to stipulate that only the exact amount would be accepted, that they had to settle directly with the shipper themselves, that the check had to clear before delivery, and that any other set of circumstances would be submitted to law enforcement for fraud investigation. This generally puts a quick end to their interest in the car.

I think these sort of frauds have been discussed on these autox lists, but I had no idea that putting a car up for sale was such a magnet for this sort of thing. I really pity the younger folks who still believe in the "goodness" of the world out there! I suppose they will be paying high tuition to learn a bit of reality.

Regards, Brian N.

Here are the messages he received from the ad for the 79 Spitfire on Classic British Cars, aka Global Village Ads. differently from the same person. Even the most legitimate sounding inquiries turned cold as soon as he asked for real live contact info. From what I have read, over 100 million US dollars a year flow to Nigeria via some scams. Lets all be informed people and not pay this stupidity tax.

<<<<<<

Sir, I am BRNNO WILLIAMS,a dealer of fairly used vehicle based in Johannesburg,the capital of South Africa.I got your contact in my bid to buy fairly used vehicle.I hereby request that you send the pictures and the firm price of the above mentioned vehicle via my e-mail so that i can ascertain the condition before making my order.I am looking forward to hearing from you as soon as possible. Thanks. Yours Sincerely, bruno williams

Goodday, We are an automobile procurement concern that specialise in the purchase and shipping of vehicles to our numerous customer in Middle East, Europe,and US and we get paid in commission,after payment has been confirmed by the seller to the buyer. As present we have a client interested in purchasing your 1979 Triumph Spitfire for the total amount of \$5,900 as stated in your advert. We will arrange for the pick up of the car once payment is confirmed cleared by you. Please acknowledge the offer and we will inform the buyer of your confirmation of acceptance to sell and have the funds remitted to you as soon as possible. NOTE: My client is a diplomat here in Europe,Our office is located in West London, United Kingdom. You are to contact the sales department via fax: 44 709 2044513 or alternatively through email for further briefing. Best regards, Brian Lloyds CEO/ DIRECTOR LLOYDS AUTOMOBILE LTD.

Buyer beware.

***Working on the Triumph ...any help welcome***

Working in the garage and getting away from the wife and kids, I'd just spent the afternoon under the car being supervised (and helped!) by the cat.

In my experience, they make good under seal brushes!

## *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.Golberd Tel. 692-5381 Cell 291-6616, e-mail [wilur@magma.ca](mailto:wilur@magma.ca)

**January, 10<sup>th</sup>, January Winter Bash at Tim and Sue Dyers** near Prospect [Carleton Place area].....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) Directions:.....

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).

**January 27<sup>th</sup>. General meeting at the Knoxdale Community Centre. 7.30 pm**, topic..... The OVTC will be meeting on January 27 at the Manordale Community Centre.

We thought it would be fun to have a show and tell from the members at this meeting to share with the rest of the club any interesting or unusual Triumph related gifts you received. Bring along anything you want and tell us about it.

Do you have some interesting TR-related automobilia you like to bring along??

We are hoping to hear about a couple of the winter projects people are working on as well.

January meeting topics planned are:

- ? Election of club president
- ? Report on "All Clubs" meeting held on January 21
- ? Overview of OVTC activities planned for 2004
- ? Show and Tell



- ? Winter projects
- ? SpeedVision clips recorded by John Day (tentative)

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

### *Car plaque*

My brother's fiancée painted this plaque (7¼ x 4¾ inches) showing a white Spitfire and gave it to me as a Christmas present this year. It was her first time painting a car, and she had worked from a picture she found on the internet, supplemented by my brother's recollection of my car. It is a really nice gift and I always enjoy things showing the Spit or other Triumphs. It got me to thinking that others might like to have something like this too, so I asked her if she would be interested in painting more of them. She has asked me to get an expression of interest from the club members and then she will get back to us with a price. We could then decide whether we wanted to order them from her or not. When ordering, you would have to provide her with photos of your own car. I will bring the plaque to the Winter Bash on January 10<sup>th</sup>, as well as to the next club meeting on January 27<sup>th</sup> to give people a chance to look at it and hold it before deciding if there is enough interest in pursuing this any further.




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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)




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### *Classifieds*

#### ***Wanted***

**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:***

**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

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

***Driving under the influence***

One night, a police officer was staking out a particularly rowdy bar for possible violations of the driving-under-the-influence laws. At closing time, he saw a fellow stumble out of the bar, trip on the curb, and try his keys on five different cars before he found his. Then the man sat in the front seat fumbling around with his keys for several minutes. By this time everyone had left the bar and drove off. Finally, he started his engine and began to pull away. However, the police officer was waiting for him. He stopped the driver, read him his rights and administered the\*Breathalyser\* test. The results showed a reading of 0.0. The puzzled officer demanded to know how that could be. With a smile on his face, the driver replied, "Tonight, I'm the designated decoy!"

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 2004***

***President***

Don LeBlanc

Tel: 613-820-8680;

E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

***Treasurer and membership***

Vivien Kaye

Tel: 613-692-1880;

Email: [njkid@cyberus.ca](mailto:njkid@cyberus.ca)

***Social***

Wayne Mercer

Tel: 613-792-1252;

E-mail: [wmercerc@hotmail.com](mailto:wmercerc@hotmail.com)

Michel Pilon

Tel: 613-744-6431;

E-mail: [Mipilon@yahoo.ca](mailto:Mipilon@yahoo.ca)

***Regalia***

Roly Mailloux

Tel: 613- 226-8708;

Email: [rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)

***Web master and past president***

Andre Rousseau

Tel: 613-590-7365;

Email: [andre@justdrive.ca](mailto:andre@justdrive.ca)

***News letter editor***

Livia Haasper

Tel: 613-257-5742;

Email: [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)

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)