



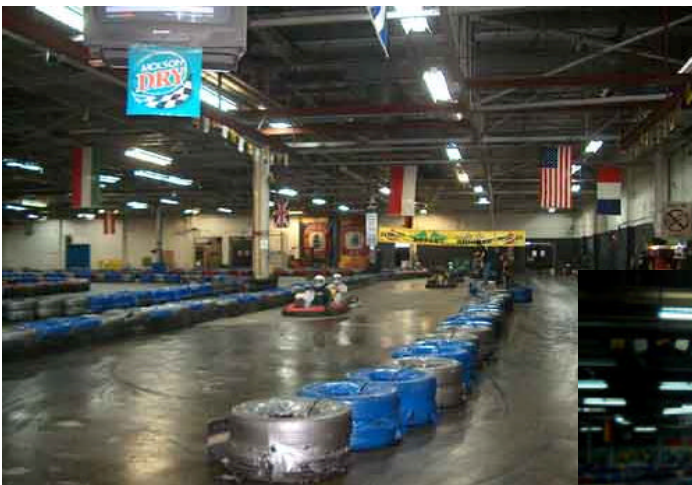
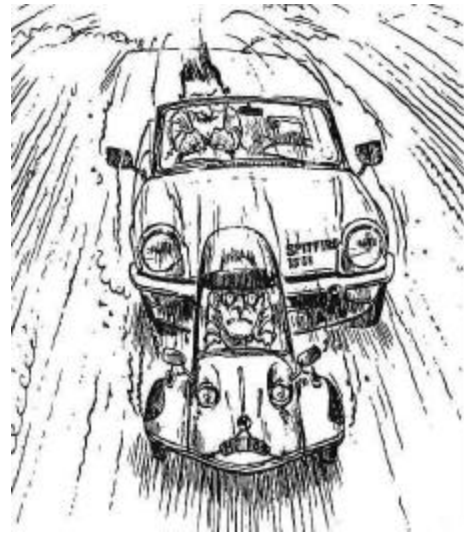
OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

APRIL 2004

Letter from the editor

*They set them loose and gave them wheels!
The OVTC having fun at Go- Karting*



Spring has sprung and Triumph activities are happening in people's garages. Impatient as I am, I had to follow suit and got busy with the Firefly. I simply couldn't wait for warm, sunny days, and had my Spit ready for her first drive on March 20th the arrival of spring. Then, the unavoidable happened: it started to snow.....Patience.....oh.....one has to learn to be patient. Concentrate on the job on hand, the sandblasting of the GT6, primer the body and not look out of the window. Finally, the heavens showed mercy on deprived Triumph souls and rewarded us with unseasonable mild weather. "If you drive, you'll get her dirty....the roads are a mess of slush and mud"...said he who knows

best....."Remember the vibrations".....he tried to sound convincing. Never mind logic and common sense, this was the moment I'd been waiting for. And so it came to be that the little red Spit *that could* was seen topless on Lanark County country roads on these last days of March. It was fun, it was worth the long wait, it's the promise of this years driving season.

Last week, during the OVTC club meeting, we had another opportunity to enjoy a presentation by Kit Heathcote. He talked about the old days of racing the early Triumph in Europe. Kit brought with him a video of the 1954 Rally de Alps where he and his team mate Ken Richardson, had the opportunity to drive this rally for the Standard Motor Company. It was wonderful to see the early Triumphs and other sports cars driving this 3 –day rally across southern Europe and across the Alps. One could relate to the physical demand these kind of rallies demanded of the driver and navigator. Narrow mountain roads, often too narrow to allow two cars to pass each other, with no guard rail in place, had to be negotiated at speed. One could just image the deadly outcome of a miss and some of the mishaps could be seen in form of badly damaged cars. Thank you, Kit, for sharing this interesting experience with us.



While I was occupied with spring fever Triumph urgencies, the Spitfire list was discussing their first drive of the year and what to take along for those road side emergencies. Thinking this would be a good topic for our news letter, I came across Michael Hargrove Mason's web –site and thought this topic was appropriate for the start of the driving season and I just had to share it with you. I hope you enjoy the article as much as I did.

Happy spring, may this driving season be a safe one.

Cheers
Liv

Letter from the president

Okay – even I will admit that winter seems just about over now. I know some people have already had their cars out enjoying the early spring this year. Let's hope we have a nice warm sunny driving season ahead of us. We have a number of great drives planned for 2004, but we haven't closed on the details for them yet, so we don't have as much information to pass on as I had hoped for this month's newsletter. Stay tuned – we'll get the plans together for next month.



Please remember that we are hosting a multi-club darts tournament on Saturday, April 17. It will be at The Broadway Bar & Grill at 3777 Strandherd Drive in Barrhaven starting at 2:30 pm. This will be the last “winter” event before the real driving season starts, so I hope to see lots of people out. It should be a great way to relax with some members of the other British car clubs in a social environment before getting back into our cars for the real fun.

The Go Karting event at Top Karting in Hull was a great success. Thanks Michel for pulling it all together. I think everyone who was there had a great time, and I think this is something we might want to do again as a club. However, it might have to be in the summer on an open air track next time because we were already the maximum number of people they would permit on the indoor track in one group. If we had more interest next year, then we might not all be able to race together, and that was a big part of the fun.

Many thanks to Kit Heathcote for talking to us at the March club meeting about some of his experiences rallying for the Triumph factory team. Personally, I really enjoyed the promotional video Kit played for us that Triumph had prepared as a record of the event, and of the team's success. The thought of hurtling along those narrow roads in the snowy conditions we saw is humbling enough to say the least, but actually seeing what they were doing is amazing.

At our April club meeting we are still expecting to hear from John Hamilton of the Calabogie Motorsport Park. I remain very enthusiastic about the possibilities this track brings to us here in the Ottawa area to have some fun in a controlled environment. André also forwarded information and a registration form for an upcoming weekend (May 14-16) at Shannonville, sponsored by the Little Britain Motor Company (www.littlebritainmotorcompany.com). There is no information on their website about this event as yet, but presumably that will follow soon. Anyone who is interested in receiving the entry form, please contact either André or myself, and we can send it to you.

See you on the 17th. Keep practicing with those darts.

Don LeBlanc

New members

The OVTC is welcoming two new members into our group. Mike Ogilvie who is searching to purchase a Spitfire and Colin Traquair who owns a 1975 TR6. Nice to have you along, just in time for spring driving events.

Letter to the editor

Hello Liv,

Finally, spring is here in Switzerland and our Triumphs are getting impatient. I just developed my own home page, small but nice. www.mypage.bluewin.ch/senndani I'm just in the process of rebuilding my brothers Spitfire racer. After a year of absence, this May we're going to be at the Salzburg-Ring in Austria to put some fear into the other racershopefully.... Because of this, only the best for the motor and the car was considered. Take a look at my web site. Please say hello to all the members of the OVTC and put the pedal to the metal.

Dani Senn

Hi Livia ,

John here, down in sunny California. We're off to Palm Desert after tomorrow.

We're having a great time down here! Today we went to the Nethercutt Collection (J.B. Nethercutt is the owner of the 'Merle Norman' cosmetics empire), and yesterday we saw the Petersen Museum. Incredible cars abound down here!! Not too many Triumphs however - there's a TR7 outside a British car repair shop a few blocks down the road from my cousin's, and today we saw a 3A parked at a home on Sunset Blvd on the way back from Nethercutt. Too bad I didn't have a chance to check out the 3A - it had fender spats over the rear wheels!

I'm sure I'll have plenty to chat about at some future meeting, but I'll try to sort out the pictures into some presentable story first!

Cheers from L.A.!

John and Lori Day

All I wanted was a "58" chapter two ***By Louis Boucher***

Continued from the March issue

The clip was gone! I felt worse that loosing that phone number from the girl I took for a ride in my dad's Plymouth Road Runner in 1974. After relentless investigation, no witnesses of the Triumph ad could be found. I felt I had just lost the chance in my life to get my "58" That weekend, I piled up book marks about Triumphs and TR3's web sites and figured out a strategy to get back at this ad. The next Monday morning, I went for the most unlikely option, phoning the newspaper ad department! At least I knew the paper, therefore I could get their number.

Hi, my name is Louis and I'm looking for an ad.

No problem, what do you have for sale?

No, I want to buy.

You know, you should phone the seller in person.

Well, I do not have the number. Actually, I do not have the ad.

How can I help you then?

It would be nice of you to find the ad for me.....

(Silence) OK, that should be easy.

Great.

Was it in yesterday's paper?

No, I believe it was in early June.

(Longer silence) Fine, what was the title?

Well, I only remember Triumph.

Let me see. Ladies lingerie, department 121...

NO, NO!

That's what our computer says.

*It should be a car! Maybe there was also *58* on the ad.*

What about " 1958 Triumph \$ 1000?"



*(Heart beats) Yes, what's the number?
I'm sorry, I only have the title and the date.....
(Tears in my eyes and speechless)
Hello, hello.....
I need the number....
No problem. It is 652-4554.
How come you told me you only had the
Sorry, but you were faster than my computer.
That's great!
Would you like to have the ad? I can mail it to you.
That's even better. You made my day.*

There I was, I had the number. Let's call. ...It happens to be a cellular number with no voice mail. No answer for days I have memorized the number by now. It is Friday morning when finally someone takes my call. Before I have time, place and a few sentences, the teenagers tell me it is not her problem and hangs up on me. ...I figured it was a teenager by the limited vocabulary used. I now knew I had a valid number, an uninterested teenager, but still had to speak to somebody that would at least give me five minutes. Given the brutality of my latest attempts, I gave up for that day.

It is Saturday night, my son gets another phone call but actually entertains a comprehensive conversation without using his usual primitive phone language, it can not be on of his friends. "Hey, Dad, there's a dude on the phone about a Triumph....." he shouts at me from the other end of the house.....

To be continued.

Go Karting Event – March 13 ***By Don LeBlanc***

What a blast it was driving that go kart!

We had more than a dozen people out on March 13th at Top Karting in Gatineau. I think everyone who was there had a great time. Some of our group had driven these cars before and were prepared, but it was a new experience for me, and all I can say is - These things really move. If the timing sheets distributed after the racing are to be believed, we were hitting speeds of 80 kph, sitting just inches from the ground. It was a bit of a squeeze to get into the seats, and the helmets and jump suits leave a bit to be desired, but this was a lot of fun and was a great club event. Congratulations to Paul Beard for scoring the best lap times overall, and winning the "race".

I didn't notice it while we were in the building, but I couldn't believe the smell of my clothing when I got back into the confined space of my car. A large group went back to Mother Tucker's in the market after the event, and I'm sure they wondered just what was going on with us. There was no getting around the fact that we smelled bad. Still with all of the cadets in there that evening eating everything that wasn't tied down, I'm sure our group was the least of their problems.

Hopefully this is something we will do again next year, possibly on an open air track in the summer. Our group was already the maximum number of people they would permit on the indoor track at one time. If we had more interest next year, then we might not all be able to race together, and that was a big part of the fun. Thanks Michel for pulling it all together.

Spitfire Tool kit. ***By Michael Hargreave Mawson.***

It's amazing what some people carry in the boot.

A casual enquiry on the Spitfire mailing list regarding the tools one ought to carry in a Spitfire 1500 got a little out of hand. Two things became clear, firstly, no-one can agree on what are the basic items appropriate to being carried in the boot, and secondly, different people are paranoid about different things!:-)

Here is a comprehensive summary of the advice received from the mailing list. I seriously doubt whether anyone will get it all in, but it might be fun trying.

My thanks, of course, go to all those who responded.

WHEELS AND TIRES

- Spare wheel and tire
- Jack
- Wheel chock
- I can of tire inflator

ENGINE AND FUEL

Again, nice sensible replies for the most part, but why on earth an *empty* petrol can?

- Bottle of 20W50 oil
- 6 litre empty gas can
- Gallon can of petrol
- Siphon hose



COOLING SYSTEM

At least no-one is carrying a spare radiator....

- Spare water for the radiator
- Collapsible water bottle
- Fan belt
- 2-3/4 hose clamps /pope clamps/jubilee clips (I'm fairly sure these are all the same)
- One =size-fits-all radiator hose, cut as needed
- Roll of radiator repair tape

HAND TOOLS

It would appear that bits tend to fall off Spitfires quite frequently, if the range and number of recommendations for hand tools is anything to go by. Generic recommendations ("a Philips Screwdriver" have been ignored if specific recommendations)"One medium length shaft Phillips with a smallish bit") have been made. I have given up trying to catalogue the various recommendations fro spanners-suffice it to say that you should carry every single angled spanner, straight open-ended spanner, box-spanner, adjustable spanner/monkey-wrench, combination wrench, ratchet spanner, socket set and speed wrench you can find.

- Very long straight-blade screwdriver
- Short straight-blade screwdriver
- One medium length shaft Phillips with a smallish bit
- Reversible screwdriver with 4 different tips
- 4-1 lighted screwdriver
- Pair of bull-nosed pliers
- Needle nose pliers with wire cutter
- Arc joint pliers for leverage/Slip joint pliers (Am I right in thinking these are the same?)
- Locking pliers -Vice-Grip
- 1/16 Allen Key
- Cheapo break-away razor knife/box cutter
- One foot length of metal pipe, when there's a need for more torque...



SPARES DEPARTMENT

I suspect that many of the spare parts we carry in our Spitfires tend to reflect failures we have had in the past, perhaps with other cars , as well as failures we know are about to happen, but haven't yet managed to get around to preventing.....

- Bulbs, points, fuses, spark plugs, spark plug cable
- Distributor cap and rotor (Very many people seem to carry these. Be warned.)

Alternator belt
Assortment of ring terminals and spades
Assortment of screws, washers, nuts and bolts rolling around on the shelves under the dashboard.
Square foot gasket material
Pair of carburetor rebuild kits
Accelerator cable
Universal joint
Head gasket
2 D batteries 9for that torch that you are going to need badly at 2 a.m., on snowy February day....)

I should add that I am pleased to see that no-one carries a spare half –shaft-something I found all too necessary when I ran a 1971 Sunbeam Stiletto. After I snapped the third one, I got rid of the car.

ELECTIRCAL FIRST AID SUPPLIES

Aside from the arguments about whether a digital or analogue meter is better [why not take both, to be on the safe side??] and some odd abbreviations I didn't recognise (What on earth are 12 Ga and 14 Ga?) I think, these must refer to some sort of American Wire Gauge for which I have no conversion table. Can anyone define equivalents in SWG, or diameter?), most of this section is straight forward.

1 roll electrical tape
6 nylon cable ties
A few feet of 12 Ga insulated wire, Roll of 14 ga wire
Wire cutter/stripper, Wire with alligator clips attached (sneaky – I like it!)
Emergency trickle charger
1 set of booster cables /Jumper cables (I suspect these are Jump leads by another name ..)
Specialized fitting crimpers (Crimp Tool in English)
Test lamp
Small electrical continuity tester or volt –ohm meter, cheap analogue meter, digital meter

RELIGIOUS OBSERVANCE

Whilst many respondents neglect the spiritual side of driving British cars, two did not and suggested the following.
Sacrificial effigy of Lucas
Incense
Other magical offerings to appease the car gods.....
Bible in the boot, just in case!

I REALLY THINK I'D PREFER A NISSAN

Everything the stranded motorist might need.

The \$ 150.00 prepaid "tow it anywhere" maintenance insurance package
AAA membership (This can't possibly means the same thing in the US as it does here –Amateur Athletic Association – so I presume it is what those on the left-hand –side of the pond call their equivalent of the AA/RAC)
Credit card
Defeatist's cell-phone –with a tow company number programmed into it
I refuse –to-admit-defeatist's cell phone – to call the wife to come with more tools/parts
Thermal Blanket
12 –hours light sticks (The person who recommended these carries two. I can only assume that they must live North of the Arctic Circle, and are really determined not to let a little thing like a broken crankshaft prevent them from driving their Spitfire home...)
Warning triangle
Emergency flag, Flared, tow rope,
Blanket, hat, warm gloves
Waterproof, thermal –lined coat
Dayglo-orange road worker's vest
Four seasons sleeping bag, cookies
Packet of cigarettes, Cigarette lighter/matches

THERE'S NOWT SO QUEER AS FOLK

This section covers all those items that are, shall we say, unique to individual Spitfire owners. Any attempt to submit the following list to psychoanalysis is strictly prohibited.

An old cavalry man's tool that belonged to my grandfather. This is a combo hammer and horseshoe nail puller. I've never used it, but my grandfather carried it for years as a young man when he drove a horse-drawn wagon, and kept it when he moved on to be an engineer for the Southern Railroad. Marked "Tredegar, Richmond". I suspect it's fairly old as the Yankees burned Tredegar Iron Works in 1865. It's a nice reminder that sometimes the best plan is to slow down and think things through.

Hand cleaner

Small bottle of aspirin, 10 adhesive bandages, 2 alcohol prep wipes

2 antibiotic ointment packets, 2 moist towelettes

1 accident information guide

1 poncho

Bottle opener, cork screw, half-bottle of champagne

Umbrella

Wash bag

GENERAL

This is where I've put everything else that was recommended. Most of it seems to make some sort of sense.

Can of De-icer

Rubber gloves

Spool of soft "baling wire"/roll of mechanics' wire

Trouble light that plugs into your car's lighter outlet

Tube of blue gasket adhesive

Tube of anti seize-good for putting on everything but a scone

Tube of high-temperature silicone sealer.

Bottle of screen wash

Set of feeler gauges

Rags

Fire extinguisher

Workshop manuals

Something to lie on the muddy ground (an old plastic sheet works fine)

Torch (flashlight) or lantern

Car cover

Carpenter's punch awl (good for lining up bolt holes)

Roll of duct tape (Forst King brand -accept no substitutes).

2 bottles of hydraulic fluid-one silicone for the clutch and the other non-silicone for the brake.

BIG sponge to dry out those foot-wells after the thunderstorm.

Two 20-dollar bills, rolled up inside spare distributor cap.

Compression gauge.



THESE MEAN SOMETHING TO AMERICANS, BUT THEY DIDN'T TO ME

We are indeed two nations divided by a common language. I'm greatly indebted to a number of correspondents, and especially to Keith Bay, who provided the English translations for these American terms.

Lug wrench + Wheel brace (Americans apparently refer to wheel nuts as "lug nuts").

Container of LMA fluid= Bake Fluid (Catrol "Low Moisture Absorption" Brand).

Tire iron = see Lug wrench

Haemostats in various sizes and lengths. The best "third hand" I've yet encountered, most highway patrol troopers think they are used for smoking pot, though.

These turn out to be surgical clamps! I've never seen one outside an operating theatre. Perhaps this is because the British method of rolling a joint result in something you could use to club and elephant to

death, whereas the American method gives you a much thinner result. As Jimi Hendrix once said, “ You can pick your teeth with a New York joint!”

Shop towels. Ah, the decadence of the Capitalist Military –Industrial Complex! These turn out to be what Americans use instead of old rags. They actually buy specially –made cloths for use when working on cars, whereas we Brits, still suffering from the “make do and mend” mentality of World War II, tend to use worn-out underpants, ,and no-longer –fashionable flowery curtains.

1 bungee cord = one-legged octopus.

Actually, I just made that up. In my family, the elasticated luggage straps that held things on the roof rack were always called octopuses (despite the fact that some of them didn’t have eight “legs”). I’ve never heard a word for a single strap with a hook at each end, but “one-legged octopus” sounds much more interesting than “bungee cord” so I’m going to use it.

Copyright Michael Hargreave Mawson.

Porsche or Ferrari



I knew of a not too bright girl who was looking to make some money. She put on her overalls and went to the rich part of town to offer her services as a handy-woman.

The first house she comes to, she rings the bell and when the guy comes to the door, she asks him if he needs any handy work done.

The man says, "Well, we really do need the porch painted. How much do you think that would cost me?" The girl says, "How about \$50?"

The man says, "Hey, that sounds great!" The man agrees happily. “ There's paint and brushes and tarps and everything you need right in the garage. Just come get me when you’re done and I'll pay you."

The man goes back into the house and tells his wife of the great deal and the wife asks if the girl realizes how big the porch is. "Well, she must." says the man, "She was standing right on it."

A couple of hours later, the girl comes to the door to get paid and as the man is writing the check, the girl says, "Oh, and by the way mister, that's not a porch, that's a Ferrari!"

Submitted by George Parker Jr., better known as Enzo F.



In London, New sports car doubles as boat



LONDON - Britain's newest sports car took a test drive Wednesday, zooming back and forth across the waters of the Thames River in pure James Bond style. The Gibbs Aquada is a revolutionary show case of high speed Amphibian [HSA] technology, it’s a quantum leap for transportation in the 21st. century. It can be used on rivers, lakes and sheltered bays. It eliminates the use of road travel and it’s extremely easy to use.

<http://www.aquada.co.uk/aquada/homepage.jsp?flash=true>

It does not use a Triumph engine at this time.:-)

British electrics are quite simple... You only have to keep 2 things in mind...

1. "Constants" aren't...
2. "Variables" won't...

Hello British car fans!

This is a pre-spring wakeup call for all British car drivers. I'm writing this letter to let you all know that the 8th Annual British Car Week is alive and well, especially if you enjoy anything having to do with British cars! Yes, that's right, if you happen to be one of the fortunate people who enjoys the British car hobby and proudly maintains and drives a classic British car of any make, model, or year, you have exactly what it takes to be a part of this heightened awareness week. You're already an important part of the British car hobby, and WE NEED YOU to help spread awareness of these truly awesome machines.

No, there are no special Hallmark cards to send to your friends and relatives, and you probably won't see it printed on the calendar hanging in your kitchen, but hopefully any one of your British car clubs has been actively supporting this once per year event. They (the club staff) are capable of helping spread the word to large numbers by posting the information in their newsletters or Internet web sites, and their help is essential to the wellness of our aging hobby. By celebrating the Eighth Annual British Car "Drivers" Week throughout the roads and byways of your community, no matter where you live, you are helping to spread awareness of these historic machines.

This year we are celebrating the eighth driving season since columnist Peter Egan of Road & Track Magazine asked a question to his readers in an article titled "Seldom Seen Cars" - why doesn't he see classic sports cars on the roads anymore? This question was passed from computer to computer server to many other computers via the Internet, and echoed throughout the vast number of British car communications avenues. British car hobbyists from all over the world quickly came to the calling of the author's plea. As an impressive team effort, each of those people did what they could to help increase awareness of our cars. Letters were written, dates were posted in club newsletters, and within a very short time, people from all over the world were driving their British cars in their communities to help remind their locals that old classic British cars are still eagerly entertaining their drivers after all these years. As a result of all this, British Car Week was born!

In my own home town, I not only see an increase of British cars on the roads during British Car Week, but I've also noticed an increase of other European marque's tooling around as well. Is this due to my active imagination or are other clubs doing the same? I surely hope they are, and I am going to make sure that my own British car is proudly representing the British car hobby. A little bit of competition is good, and this kind of thing will certainly help percolate the enthusiasm of those who might have a project in the works. I know from my own experience that when I see another classic car on the road, whether it's French, Italian, American, or German, it provides me with the enthusiasm we all relish. This much needed enthusiasm fuels the driving force needed to keep our cars on the road instead of rotting away in a dark corner.

If any of you belong to a club that isn't aware of British Car Week, or isn't actively partaking in this fulfilling annual event, please remind them and reassure them of how important it is to join forces and help spread the word. Whether it's a drive around the block or an enjoyable day drive to the country, or better yet planning a joyful drive with a group of your British car club friends, it is an opportunity for some unsuspecting someone to experience one of these unique and "seldom seen" automobiles from the past. If it sparks an interest, which I know it will, any number of people may someday buy a British car to maintain and enjoy on a regular basis. They will also most likely join a club, buy some parts, book, magazine, regalia, and any number of items that we sometimes take for granted. They will ultimately become a valuable part of our hobby, helping to assure the continued support and the preservation of our special cars.

Hopefully, when Peter Egan looks out his window during this May 22 to 30, 2004 he will notice something different in his own neighbourhood. Who knows, maybe he's going to be joining forces with the rest of us to celebrate British Car Week!

So if you're one of those people who has what it takes, grab your goggles and driving gloves, and be sure to top-off those dashpots! It's time to have some fun!! See you on the road.....

Scott Helms www.britishcarweek.org Order your British Car Week stickers while supplies last

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

The Classic is back....in Kingston.....

News from the Boot n' Bonnet

The 19th Annual Canadian Classic July 15th to July 18th 2004

Finally the event you have been waiting for....The Canadian Classic returns to Kingston Ontario – a short 15 years since Kingston established the Classic as the Canadian Triumph event not to be missed. Our key organizers, Linda & Brian Thomas, have been coaxed into producing what promises to be an outstanding event. Take a look at what we have planned for July and mark it in your to do list.

Thursday July 15th is the day that we will kick off the Classic at Shannonville Motorsport Park, where we have rented the Nelson Track for the day from 9:00am to 5:00pm. Here we will be getting some assistance from the St. Lac and Boot 'N Bonnet car clubs to organize your Track Day as you will be given an opportunity to put your Triumph through it's paces on the track. We are currently still working out the details of the Track Day and how we will be running on the track – Solo II, or lapping with matching your time etc. All cars will have to pass a safety inspection (battery tied down, no leaking fluids, safe tires, braking straight & true etc.) and if you have a CSA approved helmet please bring it along. Will Tom Popkes give us another stunning display of early Spitfire swing axles at full speed? Will the McGill Herald dawn racing spats and be a yellow blur? Will a squadron of Brown Spitfires swarm the track? – Sign up to find out these answers and also the answer to the age old question “What will she do Mister?” After our Track Day we will head to Kingston and the Days Inn. Our evening activity will likely be an Irish Pub night in downtown Kingston where we can relax and swap stories of our Track antics.

Friday is our Wolfe Island Adventure....at 9:30am (and 10:30am for the late risers) we will load our Trusty Triumphs onto the Wolfe Island Ferry and set sail for our Island Adventure. Some people pay great sums of money to ship their cars east by water to the Homeland – here we will ride for free, o.k. So it is a much shorter voyage too taking about twenty minutes, but Wolfe Island is a beautiful place to explore. The roads are clear the locals are friendly and you can't get lost – well unless you do a Captain Brown and turn right instead of left!

Here we will tour the many sights of the Island: Horne's Ferry, Pyke's Buffalo Ranch, lunch at Wolfe Manor, Sacred Heart of Mary Church, Artist's Studios and the Village of Marysville. After a full day of Island life we will gather at the Thomas' for a fun filled BBQ, relaxing on the waters edge with friends and maybe taking part in the odd canoe or kayak race. The Ferry runs every hour so Kingston is close by and you can always stop for a nightcap or stroll through town.

Saturday will be an action packed day – early risers may want to take part in an early morning blow out the carbon run – whizzing through the “peaceful” countryside. We might even have an inaugural Classic 5klm Fun Run. At 9:00am we will assemble in a local park – a wonderful shady grassy park – one block from the water and a few blocks west of the Downtown Farmers Market and shopping area. So while the Ladies shine and polish the TR's the Guys can visit the local shops and cafes looking for that special something.

At the Car show we will have Concours Judging (for the spit and polish types) and a People's Choice Car Show (for the driving or well worn comfy Triumph's) so you have absolutely no excuse not to bring your Triumph along. We will also have a Friends of Triumph British show this year for our friends in the local Boot n' Bonnet Club and St. Lac Club. We might even have a Club Brown Spitfire reunion as we did in Kingston in 1989. At 2:00pm we will pack up and head north of Kingston to see some of the local Canal Locks

The Grand Finale for the Classic will be a very special gathering at historic Fort Henry. Here we will have a special Triumph guarded parking lot as we gather for evening cocktails at 5:30pm. Dinner and awards will follow shortly – but not just any dinner this will be a linen table cloth china plate fancy BBQ of salmon or steak in a wonderful outdoor courtyard. Yes we have a special indoor area just in case Mother Nature disagrees with our plan. Sounds great dinner at The Fort overlooking Kingston and the waterfront relaxing with good friends after enjoying a Track day with your Triumph, an Island Adventure and a Classic Car Show (with shopping) all while seeing the sights of Kingston – but how can we end this with a Bang? Well the Kingston Symphony has something in store.... A Sunset Symphony performed at Fort Henry complete with cannons during the 1812 Overture!! And we have 200 especially reserved and specially priced tickets for this performance.

Our host hotel is the newly renovated days Inn on Division Street – close by the 401 and with ample parking and car washing space. We have 100 rooms reserved until May 1st at a special rate of \$108/night for a double or \$98/night for a

single.. The regular rate is \$145/night, so we have a great deal and a room Downtown runs \$180 and up per night. Kingston is a very very popular destination and the City fills up quickly in the summer season. We can also recommend Lake Ontario Park Campground on the waters edge in Kingston and 10 minutes from the Host Hotel.

So what do you do to take part in this Canadian Classic?

- 1) Fill in your registration NOW!! And send it in with cheque or visa.
- 2) Book your room at the Days Inn or contact the Campground. The Days Inn is at 1-800-267-7888 mention "Car Show" / Toronto Triumph Club to reserve now. Camping is at 613-542-6574.
- 3) Tell your Triumph friends and family to come along and enjoy this event. The Canadian Classic promises to be an outstanding event that is suitable for the whole family and for all types, shapes, sizes and conditions of Triumphs

Registration is limited so please don't delay do it today it really is as easy as 1, 2, 3.

And new for 2004 be one of the first 30 People to register for. The Classic and be entered in a draw to win one night free at The Days Inn during the 2004 Canadian Classic.

P.S. Late breaking news:

The Kingston AutoFest, which is hosted by the Rotary Club of Catarauqui-Kingston (no not Mazda's), have made Triumph the featured marque of their show for '04.

We will have a special Triumph feature area, a great deal on admission and a chance to take in a car show with all types of Antiques, Customs, Hot Rods and Restored original cars. The rumour is that there is even a pancake breakfast – so stop by the show before you head on home. This show takes place on the grounds of The Royal Military College and is a great event.

Upcoming events

April 17th.

We're moving ahead with the hosting the multi-club darts tournament on April 17. It is going to be at The Broadway Bar & Grill at 3777 Strandherd Drive in Barrhaven starting at 2:30 pm. So far only the Jaguar and MG clubs have accepted our invitation. However, even if we don't interest any of the other clubs, this will still be fun way to get together socially before we are able to actually start driving our cars again. I'll be sending a reminder out closer to the day and trying to get an idea of who will be coming so we can confirm the reservations and organize teams, etc.

April 17, 2004, Napanee Valley Cruiser's / 2004 , Kick-Off breakfast / April 17 / 2004, Briar Fox Golf, Hwy # 2, Marysville, ONT. More info - PJ McCaffery / 354-2727 or [E-Mail](#)

April 18th. Ancaster Flea market Annual Flea Market and Car Show held at the Ancaster Fairgrounds , Contact : 10 am – 4 pm, [Ron Kielbiski](#) bugeye@sympatico.ca or [Keith Jewell](#) kjmg72@sympatico.ca , Admission \$ 4.00

April 21-25 / 2004, Spring Carlisle, More info - (717)243-7855

April, 32 -25 Speedorama at Lansdowne Park, Ottawa, Civic Centre. More info - [Web-Site](#)
May Timber run OVTC drive in the Lanark County Highlands... Details TBA

May 01-02, Antique Auto Flea Market and Car Show, Stirling, ON.,

May 15-16 BEMC Spring Trophy races , vintage grid, Mosport, Ontario, Ron Wanless, 613-359-1013;
<http://www.varac.ca/>

May 22rd. -23th. Rideau Lakes Antiques and Collectible Car Flea Market , Lombardy Fairgrounds, Smiths Falls, ON,
Jack Paul or Pauline Fisher or Tery Irish, 692-3293 821-2417 283-3409, pntc48@sympatico.ca

May 29, Antique Car Club Concours, Toys'R'Us, Midland & Hwy #2, Kingston, ON., G. Mack, countrynook@aol.com

May 29-30, Cumberland Heritage Show, Cumberland, ON. , Sarah Ferguson, 247-4755

May 30th , **Hudson British Car Show** (2nd annual – 200 cars last year)

May 30th Oxford Mills Car Show, More info. Chris Bryant 613- 989-3046

June 6th. Byward Classic, salute to the 60ties , Byward Market Auto Classic, Ottawa. More info. Lara Dubois 613- 562-3325

June 6th - 6th. Annual 1000 Island Cruise –In 2004. Gananoque, Ontario , more info, Nick Bowles 613-382-8413, [Web-Site](#)

June 25-27, Varac 25th. Vintage Racing Festival , honouring the Racing Cars of Canada and featuring the Mini-Sprite Challenge, Mosport International Raceway, Ontario. Ron Wanless,, 613-359-1013, <http://www.varac.ca/>
For more information or to order tickets, please call 1-800-866-1072 or go online to www.mosport.com
Advanced Weekend Super Ticket (until June 23) \$25.00, At Gate - \$30.00

June 27th. Ontario Jaguar Owners Association, Concours d'Elegance, Sanctioned competition under Jaguar Clubs of North America rules, Glendon College (York University) 2275 Bayview Avenue (intersection of Lawrence Avenue East), in Toronto Public arrival 11 a.m. - 4 p.m., Judging begins at noon, Admission: Adults \$5; Children \$2, Further info: Jeff Booth, Concours chair and vice-president (905) 825-3123 jbooth@cogeco.ca, Peter Harris, President (416) 233-2677 rabbear2000@yahoo.com, By of background, we had about 100 cars on the field last year and expect this year to also have a display of brand new cars, courtesy of a Toronto dealer. Also, the grounds are gorgeous ... well-treed, elegant, spacious. There is a "steps-away" university cafeteria and other facilities.

July 1 / 2004. Arnprior, Canada Day Car Show / 2004 All Makes and Years. Door Prizes, Dash Plaques, and Trophies, Arnprior, Ontario More info - W.J. Lammert / (613) 623-8981 / or [E-Mail](#)

July 04, "Evolution of Wheels" Car Show, Museum of Science & Technology, St. Laurent Blvd., Ottawa, ON., Tim Dunn, 729-9783,

July 11 / 2004, Sunday Afternoon "Cruise & Shop", 2004, Merrickville, Ontario, 11 a.m. - 5 p.m. / Blockhouse Park, Main Street West Antiques, Classics & Street Rods
4 p.m. Parade\Cruise through the Village Special Shopping & Dining Discounts for those who register their pride & joy.
50/50 Draw, Dash Plagues and NO Admission Fee , for info - Bruce (613)269-2299 or [Web-Site](#)

July 14 - 17, 2004 VTR National Convention, at the Richmond Sheraton West Hotel Richmond, Virginia, www.vtr2004.com Members of the Richmond Triumph Register have been working hard on convention organization, and are proud to announce that the convention registration brochure is now available at www.vtr2004.com in both downloadable (.pdf) and on-line registration format. Check out what we have in store! The registration brochure will also be distributed in the spring issue of the Vintage Triumph Register magazine.
As of January 10, more than 100 people had already made reservations at the Sheraton Richmond West Hotel, site of this year's convention. Don't delay registering and making room reservations! Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.
Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

July 15th. Canadian Classic to take place in Kingston, hosted by the Toronto Triumph Club. Mark this one down on your calendar of events. <http://www.torontotriumph.com/>

July 18 / 2004, Kingston Auto Festival / 2004 ,Lot's of Classes, Dash Plaques, Throphies On the shore of Lake Ontario Adjacent to Old Fort Henry Hwy.#2, Kingston, Ontario / More info - Doug Boufford / 531-5858

July / 23-25 / 2004, Summer Carlisle / 2004 More info - [Web-Site](#)

July 24 / 2004, Canadian Tire Car Show / 2004. All Makes, Models, and Years Welcome. Lots of free stuff. Door Prizes, Grab Bags. Canadian Tire - 1820 Merivale Rd., Nepean, Ottawa, Ont. The Show will be Judged this Year.We will be raising money for the Queensway Carleton Hospital Foundation by selling raffle tickets for a Grand Prize / 1959 Cadillac Sedan Deville. More info - Matt Kaplan / (613) 224-9330 or [E-Mail](#)

August 1 / 2004, Brockville 1000 Island Auto-Motion / 2004 All Makes and Years of Cars, Trucks, Motorcycles Door Prizes, Dash Plaques, and Trophies Snack Bars, BBQ`S, Boat Cruise's (extra cost)
Special Events and Demos Block House Island, Brockville, Ontario / More info - Paul Gardiner / (613)926-2743

Aug TBD Opening of Calabogie Motorsports Park

Sept 16th. to 19th. British Invasion, Stowe, Vermont, A Four Day Celebration and Salutation to the Great British Motorcar and all manner of other things British, **Online [Registration Form](#)** you can print and send to us. **British Classic Motor Car Show (People's Choice)** - \$45 per car Registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge or **British Concour d'Elegance (Judged Competition)** - \$55 per car registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge **Registration Fee** includes admission for two for the following events <http://www.britishinvasion.com/numain.html>

September 17th. British Car Day 2002, Bronte Provincial Park, Oakville, Ontario, More info 416- 410 4882

Cruise nights:

Mondays:

May 03, Manotick Perks Cruise Night, Manotick Village Perks, Mondays, except holidays through Oct 04, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

May 31, Perth Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, 50panel@ripnet.com

Tuesdays:

May 04, Kanata Cruise, Hazeldean Mall, Kanata, ON., Roger Thomas, 836-3647

May 04, Kemptville Cruise Night, Canadian Tire, Kemptville, ON., Bob Morin,

Wednesdays:

May 05, Cruise @ Crocodelis, Crocodelis, Maloney Blvd., Gatineau, QC, Charles Cloutier, 568-7486,

May 12, Place d'Orleans Cruise Night, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, goldvee@travelnet.com

Thursdays:

May 20, Cruise Night in Kanata Centrum, pm, Kanata Centrum, 4th Thursday in each month, start at 6:00 , Richard Rutkowski, 591-6955

May 20, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

May? Canadian Tire Cruise Night, Canadian Tire, Smith Falls, ON., 283-5156

Fridays:

May 21, Les Galleries Cruise-in, Les Galleries, Aylmer, QC., 3rd Friday of each month until Sept., J.P. Sylvestre, 819-684-9406, www.iquebec.ifrance.com/autoshow

Saturdays:

May 08, St. Laurent Blvd Cruise, St. Laurent Plaza, Coventry Rd., Ottawa, June 12, July 10, Aug 21; starts at 4:30, Larry Way, 446-4717, larrysmway@aol.com

May 20, Canadian Tire Cruise Night, Canadian Tire, Heron Road, Ottawa, 224-9930,

Sep-26, Cruising Into Fall, 1310 Oldies, St. Laurent Mall, Ottawa, 11:00 to 4:00, Larry Way,

Sundays:

May 16, British Breakfast, Broadway Rest., Hwy # 16, Broadway Rest., Hwy # 16, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

Classifieds

Wanted

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

Wanted...TR6 storage (short term/long term) beginning approximately April/2004 and onwards. Must be in the west end of Ottawa/Nepean. Should be secure and covered, in/out access. Residential or commercial. Reasonably priced if you or someone you know can help, please forward any info to Chris Marshall cmarshal@magma.ca, Tel. 613-825-2683

Wanted: Would like to borrow or buy back issues of " Grass Roots Motorsports" magazine. Wayne Mercer 792 1252

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 \$18 000(Cdn). Call Barry Edgington at 613 731 7991 or E-Mail me at poogan@rogers.com

Triumph TR6, 1975, Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost excee \$ 22 000. Professional estimate \$ 18 00, Make and offer 514 -745-4029 or e-mail Jpmp1010@hotmail.com

TR-7 with V8 5.0-litre, 1975 Triumph TR-7, 5.0L Mustang engine, 4 speed, Ford rear end, professionally installed, headers, sunroof, rear wing, needs plenty of work. \$1000. Car is in Kingston. Peter, 544-5552.

1978 TR7 - 2 Door Coupe For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

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

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