



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

*July 2004*

*Letter from the editor  
OVTC spring fling*

It was a glorious day in June when OVTC members met at the Manordale community centre to celebrate early summer and our first mutual drive.

It was the first drive of the season for the club and members had their cars polished and ready for this event. It was a show of mostly reds.... lead by little Spitty, the 'Firefly'.



It was driving under the blue sky in sunny weather, sun beating down on drivers and automobiles. Paul Langevine arrived in his Mazda. The TR6 had carburetion problems, but this didn't hold Paul back and the Mazda quickly came to the rescue. Andre Rousseau showed of in his spanking brand new yellow bird, another Mazda. The rest of the field comprised of TR6's, TR3's, TR8's and Spitfires.



After some gossip and exchanging the latest Triumph repair reports, we were ready to roll. The procession made its way to Kemptville to meet up with Mike and Marjorie Graham and Elaine and Dave Mc Naughton. From here, Dave took the lead in his Spitfire, driving across the most beautiful country side, dotted with country farms and heritage stone buildings. We passed through to the tranquil villages of Oxford Mills and Bishop Mills.

Michel and Loris Pilon's little Spit was driving last and Wilf, making sure no one was left behind, had given Lori a walkie-talkie unit. Suddenly, in the village of North Gower, the unit crackled to life. It was Lori calling in for help. Their Spit had stalled at the intersection and didn't want to start again. All Triumphs came to a halt and drivers assembled, eager to help out. In no time the Spitfire was pushed across the intersection. A peek under the bonnet told the



story. A wire in the ignition had come loose and needed replacement. Paul Mc Donald was able to help out with parts, tools and expertise and it didn't take long until the queue of cars was on the move again and everyone was happy to be rolling happily along.

The road followed the peaceful Rideau river and much too soon we arrived at the home of Fran Wright and Bob Thomas where other members, who had taken a different route, were already waiting for us.



After the long winter it was nice to see everyone again. In true OVTC tradition, we were served a wonderful lunch of grilled meats, tasty salads and fruits. The meal, in company of friends, always tastes better than dinner at home and this was no exception. Everyone had a wonderful time and many, many thanks to Fran and Bob for their hospitality.

### *Number eight...eh....*

According to Sports Car International magazine, these are the ten Best sports cars of the 70ties. The magazine states that the 70ties were a disaster for sports car enthusiasts. Fuel consumptions and safety regulations in the US shut out many interesting cars completely.

But, according to Peter Brooks, his list of top tens is this.

- 1.Lamborghini Miura SV
- 2.Ferrari 512 BB
- 3.BMW M1
- 3.Lotus Europa S2
- 4.Datsun 240Z
- 5.Lotus Elan
- 6.Porsche 911 Turbo
- 7.Toyota 2000 GT
- 8.Triumph TR6
- 9.Datsun 510



Peter Brooks on Triumph TR6: “ It was the last of the Michelotti-designed English roadsters before British Leyland sank beneath the waves. A truly classic English roadster that could be built into one of the most successful C-Production racers ever fielded” ...

Cheers, Liv

Remember, old cars don't smoke anymore; but they still drink too much☺

**Late breaking news: I just received a note from Louis Boucher.....the TR3 is on the road..... !!!Congrats Louis, can't wait to see the little green apple!!!!**

### *Letter from the president*

We are well into our too short driving season now, and there is no shortage of fun activities ahead for us over the next few weeks. Some of these are being organized by the OVTC, but there are also plenty of others we can participate in if interested. I hope everyone is out enjoying themselves in their cars now that summer finally seems to have arrived in the Ottawa Valley.

**This month, on Tuesday, July 27, instead of our regular OVTC monthly meeting at the clubhouse, we will have a special auto body repair information session at the home of Wilf and Livia Haasper. Instructions on how to get there and other details on the event are please find in the “events” section of this newsletter, but everyone should**

**note that we are NOT meeting at the clubhouse on Knoxdale this month.** Coffee and donuts will be available. I know it is a bit of a hike to get to their place on a weeknight, especially for members coming from the east end, but this promises to be an excellent and informative special event. I hope we will see a good turnout for this.

Thanks from the club to Bob and Fran for hosting the Spring Fling in June. It is great to get together for a party once in a while, and this was a perfect way to kick off the season. By all accounts, it was a lot of fun. There are some fine pictures on the OVTC website ([www.ovtc.net](http://www.ovtc.net)) for those who missed it. Regrettably I was one of those due to a conflict with the F1 Grand Prix in Montreal.

**On July 13 we will be having the first of our “ice cream runs” this season. The plan is to gather at the clubhouse on Knoxdale Avenue at 7:00 pm on Tuesday July 13, and depart around 7:15.** We will be heading out of the city for about 45 minutes (approximately 60 km), and will end up at the DQ in Barrhaven. Information on this has also been sent out via email to those members who have given us their email addresses, and will be posted on the OVTC website also. With a bit of luck, we will see Louis out in his rebuilt TR3 – keep your fingers crossed.

Coming up this month, July 15-18, is the Toronto Triumph Club sponsored Canadian Classic in Kingston. I have mentioned this event a few times in this letter and at our club meetings. We have been hoping for a good turnout from the OVTC for this given the short drive from Ottawa to Kingston. There is still time to register. We will be arranging a group drive down for those who are interested in doing so.

On August 8 we will hold the Timber Run drive delayed from 2003. This promises to be an excellent drive on some winding roads through some beautiful countryside. A rain date is yet to be selected, but would probably be in early September if we could fit it in.

On August 24, we are considering another special event in lieu of the regular club meeting, and have been thinking about a drive from the clubhouse through the countryside. The plan would be to end up at Scully's Pub at Kelly's Landing on River Road to relax on the patio and maybe have a drink. Stay tuned for more information on this as we firm up the plans.

Don't forget that the Merrickville car show is coming up this weekend (July 11), and the Boot 'n Bonnet show in Kingston will be on August 22. Information on these and many other shows in the area can be found at [www.ncf.ca/~ab603/page1.htm](http://www.ncf.ca/~ab603/page1.htm) if you are interested.

Don LeBlanc

## ***BUYING MY TRIUMPH TR6*** ***by Paul Langevin***

Roger Williams in one of his Triumph books wrote: “I would guess that the majority of current owners first saw a TR when they were rather younger, thought how much they'd like one but couldn't possibly afford it, and only realized this long dormant ambition in later life.” I'm guilty as stated.

When a neighbour graduated from university back in 1975, his parents bought him a brand new Triumph TR6. It was blue. The day he got it, I strolled down the street to check it out. He took me for a short drive. All I remember is that it was beautifully loud and we couldn't hear the AM/FM stereo (no, not an 8 Track).

And it was the neatest car I'd ever seen. It was awesome! Dare I say, it was right up there with the yellow Boss 302 Mustang I'd recently seen on display in a shopping mall. My dad told me that the Mustang was not very practical because it had a short slanted rear window (never mind the cool louvers) that made it difficult to see behind.

I was 16 years old then and didn't believe everything



my dad said anymore (really). I remember thinking: Who cares, it's awesome! The TR6 was a convertible, so rear visibility wasn't a problem. Did I say it was awesome!

In the summer of 2002 a friend bought a Midget that and a short drive reminded me that I wanted a TR6. Don't get me wrong I'm not comparing a drive in a Midget to that of the Triumph, especially in the OVTC newsletter. That might get me excommunicated from the club or some other horrific punishment, like forced attendance at an MGB rally. I have to admit to another serious transgression against Triumphs, and possibly the OVTC. I considered buying an MGB. Not for long though. It wasn't much more than a fleeting thought (that seems to be the only thoughts I have these days). This lunacy passed quickly and before I knew it, I was back on the straight (six) and narrow. I wanted a TR6.

Now I had to find a suitable TR6 and then buy it. I approach most things in life very logically, methodically and systematically. That way, I'm more likely to make a good, sound decision based on the facts of the situation, and in this case, drive home a great TR6. That works well while I'm planning things and haven't actually started looking. At that point, emotion and desire run rampant obliterating any semblance of reason and logic. Emotion and desire (dare I say 'lust' when speaking of our Triumphs) seem to know little of good financial management. I decided to bring along someone who was not as emotionally taken with the car, to help me with the purchasing side of things, and who better than my buddy who owns the Midget (he's a mechanic).

My criteria for a TR6 were pretty simple. It couldn't be white or black. It had to be a later model: 1975 or 1976. The car had to be stock. I wanted the complete history and service records. I wanted to drive it and not have to start restoration immediately. For all this, I was willing to pay \$5,000. \$5,500 if the seller was a good negotiator. Then reality struck. Just as emotion and desire don't know much about finances, obviously neither does my expectations. When I had last thought of buying a TR6, 15-20 years ago, that was a reasonable price to pay for a good one. A lot happens in 15 years and the prices of TR6's (and other British cars) were somehow linked to global warming – they rose quite a lot. It probably had more to do with guns and butter (not to be confused with the rock group: Guns N' Roses) than temperatures rising. Guns and butter, according to my economics professor, have something to do with supply and demand. Baby Boomers' interest in old British cars was driving the prices up. My research told me that I could pay over \$20,000 for a mint, original car and \$15,000 for a well kept one or a good restoration. I hadn't planned to have my retired (prematurely in my mind) cat hit the job market (surely there are still houses with mice problems) but sacrifices have to be made to own the car of your dreams.

I started shopping in late summer and after looking at a few cars, found a topaz (orange/yellow) 1976 with 62,000 miles. The car came with a Blaupunkt AM radio tuned to Oldies 1310, an appropriate station for the car. Stan, who belongs to the family that owns the Roots stores, was the original owner. He was a member of the OVTC. The car was in a number of Roots ads over the years, so it's not camera shy even though it's showing signs of age. Before I knew it I was the owner of a TR6, my long dormant ambition finally awakened and satisfied.

### ***I got my '58, at least a '58 !By Louis Boucher***

I am still dealing with midlife crisis. From an "Americanized French-Canadian baby boomer", I grew up with a MOPAR t-shirt on, flirted with a Mercedes and finally moved in with a Triumph, figure it ! Should there be a natural life path to your roots, at least regarding automobiles, I should have ended up a Renault, a Peugeot or a Citroën. No wait, a Manic. Yes, there was at least one car made in Quebec!

I have survived the delivery of my "classic" cars but not without being teased about it. I do not recall how many people came to visit my "junkyard" in the early days of the planning and sorting stage and politely wished me good luck or some thing like "Call me for a ride..." type of remark. Let's not spend too much time talking about them and focus on my '58 classic". I originally thought that I was getting a 2 for 1 deal, two cars on one tow truck for the price of one ! Actually I got half of a deal...

The overall length of my TR3A is about the wheelbase of the colossal Imperial of my dreams. Two people can comfortably enjoy a ride in my TR3A compared to at least half a dozen in the presidential Lincoln. 98 HP on four cylinders sounds good for my TR3A but a little short of the 300 HP in the Corvette. If I was to level the scale with winged Cadillac, I would have to stack two TR3A. That's no problem however, I have done it before! I will stop here before I regret my "deal".

Wait a minute, that was a good deal. I have to deal with twice the rust I would have found on a Mercedes. The mechanical engineering is at least twice as confusing as in an Italian roadster. There are at least twice as many words necessary in the service manuals. I have to double the fun with Lucas electricals. There are always two different terms for each part of a British car. Two spare parts of everything is acceptable. All you need for a rainy cruise is two buckets. You can park two TR3As in one Cadillac spot, sorry four !

Believe me, I have redefined myself and have earned every bit of respect with my '58. I kept the \$900 from my wife, the lawn mower gang is enquiring about it every time I open the garage door and my "junkyard" is now my oasis. I have met lots of interesting Triumphs enthusiasts who can appreciate what I went through. Someday, I may tell you about the five of the restoration journey. I can only imagine the reaction of the lawnmower gang when I will bring home the pair of TR4s I just acquired...

***Mosport Vintages races***  
***25<sup>th</sup>. Anniversary Festival***  
***The Mini-Spite challenge and more***  
***By Liv Haasper***

Neither the wind nor the cold could hold some members of the OVTC back from attending the Mosport Vintage Festival on this unseasonable, cool summer weekend in June.



Tim and Jason Dyer arrived on Thursday, reserving a campsite for the rest of the OVTC gang, their TR3 A already serviced, parked and ready for action. On Friday, Wilf and I driving up from Presquille Provincial Park, towing the Spit behind our camper, slowly made our way to the International racing circuit. My love for photography made us stop to capture a lovely field of canola on film. Rolling hills of bright blossoms, their golden surface swaying in the wind, kissed by the sun and alive with dancing shadows of clouds, lit up the country side. Suddenly, in the distance, disturbing the silent beauty of the landscape, the sound of powerful engines announced the presence of old vintage racers.

We had arrived at Mosport International race track and not even the tranquility of Durham County could keep me away any longer.

We entered through the gates and were instantly engulfed in hectic activity. Gliding past us, surrounded by gleaming steel of hand crafted metal, hot engines streamed vapor trails onto the tar mac. The race was on.

Our campsite was located on the top of a hill overlooking turn eight, a very fast right hand sweeper which is entered at nearly top speed. We couldn't have asked for a better location to watch the race. This was front row tickets free for the taking. Group three was already out at play. Triumphs, MG's, Alphas, Datsuns, Lotos.. and a bunch of other racers were popping out from behind a group of trees of corner eight, accelerating down a short stretch of a straight/ flat right below us, almost close enough to touch, drawing over to the right of the track for the entry, shifting down in the approach of



corner 9, then braking and downshifting for the entry into corner nine, a late apex, and disappearing into the distance in the direction of the pit straight at high speed. What a sight. I had arrived at a favourite place, the vintage racing circuit of Mosport. A little while later Sean and Eileen Hennessey, made their way up the hill, towing their Sprite. Jeff Patterson also arrived, Cheryl's golden Mini pick-up gleaming on a trailer in the morning sun. We were ready; let the games begin.

VARAC, the Vintage Automobile Racing Association of Canada, had dedicated this annual event to the race cars of Canada. More than 50 Vintage Canadian built cars were on display, on and off the track. Also, a Britain Motor Company Mini-Sprite Challenge was featured.

Vintage racing classes are:

A): vintage racers build prior to December 31 1961

B): Historic racers post vintage up to December 31, 1972.

C): Wings and Slicks and Group 70+, generally built after 1972 up to the mid 80ties.

On the track, to be observed this weekend, were the following classes:

**Monoposto:**

Single seat formula cars, most common type Formulas Ford, powered by a 1600 cc Ford engine.

Formula Junior, a class developed in 1957 to provide a low-cost yet competitive entry level class.

**Vintage Productions Sports Cars:** High volume cars like Austin Healey's , MG's , Jaguar and also this year's feature, the Austin Healy Bug eye Sprite.

**Vintage Sports racers:** Two seaters, wheels covered by fenders, build before 1962, cars specially designed for racing with class requirements.

**Classic Sedans :** Cars conforming to the FIA specifications for sedans, consisting of firm roofs and room for four, produced before 1966. This class is dominated by the famous and awesome Mini Cooper , but you'll also see cars like Lotus Cortinas, Volvo's and Jags.

**Historic Production Cars:** Mass-produced newer cars of Vintage racing before 1972, Porsches, Corvettes and others.

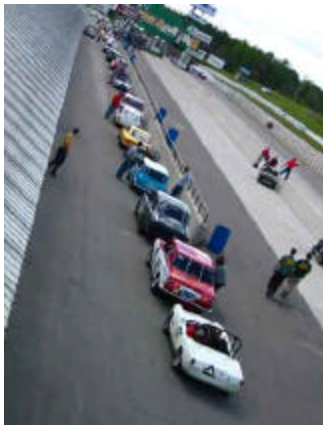
**Group 70+:** The new kids on the block, consisting post 1973 up to 1982, as in seen by the powerful BMW M1's, Datsuns and Corvettes.

Those were the cars on the track, passing by us that sunny Friday afternoon while Wilf and I unloaded our Spitfire and revelled in the sights and smells of Vintage racing at Mosport. Friday was dedicated to practice races. From my look-out point I noticed the Spits of

**Russ Moore** of Brooktondale, NY, number 40,[ Mk2, 1963, displacement1296,] and

**Fred Danovitz** of Pittsburgh, PA, ,number 05, [ 1964 Spitfire 4, displacement 1300] and also our very own Canadian rookie, The Mini-Sprite challenge

**Dave Herd** of Caledonia, Ont., number 127 [Mk3, 1967, displacement 1296] flying by.



Russ's Spit was smoking badly and I suspected trouble. A trip to the paddocks to check out the situation revealed that, indeed, Russ had a problem. The housing of the output shaft of the transmission had developed a crack, and oil was leaking out and dripping on the exhaust. Sadly, the race was over for Russ.... " If only I had packed a spare output shaft" Russ said laughingly, I have a few sitting on the shelf in the garage"... " Never mind" Russ smiled, we'll stick around and help our rookie Dave to get through this weekend. We're here to party". Everyone seemed to agree: Grass roots racing how it's suppose to be, camaraderie and support.

Fred Danovitz, driving Spit number 05, also experienced a little mishap during practice runs. He spun, and crashed into the wall, leaving the Spit damaged on the right door.



But, the damage was not severe enough to prevent him from racing this weekend. He would be on the track the next day.

Qualifying races were held on Saturday. We watched the cars taking their turn on the track. It was Vintage racing as we know it, exciting, noisy, fast and fun. Group one, Monoposto was exhilarating and heart stopping. According to regulations, the cars have to be of equal weight, size and performance. It's up to the driver to drive the racer to the limit and the fight for position was intense. In attempt for the lead, the racers were inches from the slower car. Spin-outs happen frequently.

Another interesting group to watch was Group 70+. Two very rare BMW's M1's were fighting with a Corvette for the lead. The Swiss team of Markus Glaner, drove the car to perfection, the Corvette had no intention to let the BMW pass and the fight was on. During qualifying races the Corvette took this race, but could not hold up to the M1 the next day.

Sunday concluded with the feature races. The Mini Sprite Challenge was most exciting. If you haven't seen Mini's race, you've not seen Vintage racing at its very best.

Mini's are always fast, aggressive, gutsy, and usually leading and winning the race in their respective classes. Nothing seems to hold back these little cars when they approach a difficult corner, one wheel in the air, the remaining wheels glued to the tarmac, burning rubber, screaming by at top speed, sliding out of a double apex and howling up the straight with modified 1275 engines, booting them at top performance. The race on Saturday was no exception. Mini's in formation attacking the pack of Sprites, Mini's in the lead, showing no mercy, Mini's winning the race, crossing the black and white. And, to show the world what they're made of: Mini's driving the victory lap, the winning car in the lead and the runners up in formation behind them. Watch them; see the mighty Mini in action and you'll remember!!!



The last race of the day was driven by group three. Lined up on the grid were Triumphs, MGB's, Corvettes' Lotus, Porsche, more Mini's, Volvo's and others. The race was exciting to watch. Being a Spit-owner, this group of racers is always closest to my heart. It makes me tingle with excitement and hold my breath in awe. A strong, cold wind was blowing over our look-out point, the crest of turn three, that Sunday afternoon. But, the sight of fast British cars and other vintage jewels warmed my spirit and soul.

This race was dominated by Pete Hallford in his Ford Mustang. Coming in second across the finish line was John Hawkes, driving a Porsche 914 GT. Fred Danovitz in his Spitfire finished a very respectable 8<sup>th</sup>. But, I was rooting for rookie Dave Herd, a good friend, in his white Spit number 127. Dave, expecting engine problems, managed to finish the race and was able to chase a Datsun 410.



I waited at the pit lane exit for his arrival and followed his car across the parking lot, eager to hear about his race. Having arrived at the paddocks he spontaneously drove the racer straight onto his rusty old trailer [ did I mention Dave races on a shoe string budget ?] when promptly his exhaust fell out from under his car and landed in the dirt below.

“ Did you see that...?” He chuckled. “ And, did you see the Datsun I was able to chase? I have to go, thank the driver for giving me the opportunity of a good chase and a fun time”.

And with his, he removed his helmet and walked away to do just that.

On my way back to my Spit I heard someone yelling at me from behind a race car. “ A hell of a weekend, wasn't it?” . Grinning, I yelled back “ It certainly was”.

When is the next Vintage race scheduled at Mosport? Let me check my calendar...

**Membership renewals are due again. As always, the cost for the 2004/05 seasons is \$ 30.--. Please contact Vivien Kaye.**

## **2004 VTR National Convention up-date.**

This is the latest in a series of updates highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in Richmond, Virginia.

Vintage British Planes At VTR 2004: There will be up to four vintage British planes flying in for the convention's Saturday car shows at the Virginia Aviation Museum. We've just confirmed that one of these planes will be a Royal Air Force Spitfire, the greatest British fighter of World War II. These planes will be on display at the museum during the VTR car shows, along with a SR-71 Blackbird spy plane. Don't miss this opportunity to see these historic aircraft.

Hotel Update: The Sheraton Richmond West Hotel is almost fully booked, but don't let that stop you from attending VTR 2004. We've added additional blocks of rooms at the nearby Holiday Inn (\$77 per night plus tax) and Embassy Suites (King \$109/night; Two Doubles \$129/night, plus tax.). Reservation information for the Holiday Inn and Embassy Suites is posted. at [www.vtr2004.com](http://www.vtr2004.com). Check [www.vtr2004.com](http://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](mailto:info@vtr2004.com).

### **Caps for sale**

New, funky colours for our new OVTC caps. : \$ 15.—check them out.  
Please contact Roly Mailloux Tel: 613- 226-8708 Email:  
[rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)



## **Upcoming events**

**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 Plaques and NO Admission Fee , for info - Bruce (613)269-2299 or [Web-Site](#)**

**July 13<sup>th</sup>. OVTC Ice cream drive.** The plan is to meet at the clubhouse on Knoxdale at 7:00 pm and leave around 7:15 pm. The route is approximately 60 km, and should take about 45 minutes to drive. We are going to head out south of the city and drive on some country roads, and end up at the Dairy Queen in Barrhaven (hopefully around 8:00 pm) Instructions on the route will be available at the clubhouse before we leave and posted to the website prior to the day, but hopefully this route will allow us to stay together reasonably well on the route. For information, please contact Don LeBlanc. Tel: 613-820-8680; E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

**July 17 -18<sup>th</sup>. Summer Time Auto Festival / 200,** All Makes and Years, Door Prizes, Dash Plaques, and Trophies, Equestrian Park, Nepean, Ont. / July 17-18 / 2004, More info - Larry Way / (613) 446-4717

**July 14 - 17, 2004 VTR National Convention,** at the Richmond Sheraton West Hotel Richmond, Virginia, [www.vtr2004.com](http://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](http://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](http://www.sheraton.com) for more hotel information.



Check [www.vtr2004.com](http://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](mailto:info@vtr2004.com).

**July 15<sup>th</sup> to 18<sup>th</sup>. 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, Trophies On the shore of Lake Ontario Adjacent to Old Fort Henry Hwy.#2, Kingston, Ontario / More info - Doug Boufford / 531-5858

**July 24, 2004, 9-4pm, Antique Car and Truck Show, Automotive Flea Market,** Free Spectator and Vehicle Admission. Open to all pre-1980 Antiques & Classic Cars, Muscle Cars, Street Machines, Rods & Trucks. Door prizes, Draws and Canteen. At the Earl Baker Park, Morrisburg Ontario. Vendors \$20 per booth & must pre-register, for more info: Call 613-535-2818 or email [carshow@sympatico.ca](mailto:carshow@sympatico.ca)

**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](#)

**Important note:**

**July 27<sup>th</sup>. OVTC meeting, 7 pm. The club meeting will not be held at the community centre at Knoxdale this month.** Instead, we'll be meeting at Wilf and Liv Haasper's for a auto body seminar. It'll be hands and get dirty and dusty. Bring a chair, and wear a tux....:-)

Directions: Coming from Ottawa on # 7, drive into Carleton Place.

In Carleton Place, turn left on # 15, going south [ in the direction of Smith Falls], drive through the village of Blacks Corners and now start looking on your right hand for the 6th. line Beckwith. Take a right on the 6th. line of Beckwith. Drive about 1 1/2 km. Look for blue number 2481 and a black mail box with our name on it. Tel. 613 257 5742 cell 613 298 1878 e-mail [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)

**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

**August 8<sup>th</sup>. OVTC drive: Timber run.** We'll be meeting at the Canadian Tire parking lot at 10 a. m. and from there drive through the Lanark highlands. The route will take us on a 5km stretch of gravel, but the rest of the drive is on pavement. A BBQ will be held after the drive at Wilf's and Liv's. Tel. 613- 257- 5742 cell 613- 298- 1878 or e-mail [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca) RSVP's requested.

**August 15<sup>th</sup>. Upper Canada Village / 2004,** Transportation Day / All Types of Vehicles, Morrisburg, Ont. / August 15 / 2004, Sponsored by the Cornwall Olde Car Club. More info - M. Lemieux / (613)931-2087

**August, 24, 2004** OVTC meeting

**September 10 -12, Watkin's Glen Vintage Grand Prix.** Be sure to catch all of the racing excitements, beginning Friday with the Grand Prix festival, which presents a full day of activities, beginning at noon and continues with wine tastings and parade laps, Concours d' Elegance, judging and awards ceremonies. Don't miss the Grand Prix re-enactment, as vintage race cars to the streets of Watkins Glen for two laps of the original 1948-52 racing circuit. Tickets for the weekend, USD 40.—camping not included. <http://dbserver.iscmotorsports.com/TheGlen/index.cfm>

**Sept 16<sup>th</sup>. to 19<sup>th</sup>. 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>

**Sept 19<sup>th</sup> Toronto Triumph Club British Car Day**, Location: Bronte Creek Park, near Oakville, Ontario (20 miles west of Toronto) 10 a.m: [www.britishcarday.com](http://www.britishcarday.com).

**September 25<sup>th</sup>. -26<sup>th</sup>**. Michigan British Reliability Run. This year it circles one of the Great Lakes, Lake Huron, going through Michigan and Ontario. The event will raise money to sponsor underprivileged children with diabetes. As of today, there are 29 teams registered for the two-day, 850 Mile event run. This Years charity:

• [American Diabetes Association](#)

(ADA's Michigan youth camp does not have a web page)

• [Canadian Diabetes Association](#)

• [CDA's Camp Huronda](#) For more information go to: <http://www.mibrr.com>

### *Cruise nights:*

#### **Mondays:**

**Manotick** Perks Cruise Night, Manotick Village Perks, Mondays, except holidays through Oct 04, Hil Goldberg, 692-5381, [hilliardgoldberg @ocdsb.edu.on.ca](mailto:hilliardgoldberg@ocdsb.edu.on.ca)

**Perth** Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, [50panel@ripnet.com](mailto:50panel@ripnet.com)

#### **Tuesdays:**

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

**Kemptville** Cruise Night, Rideau Restaurant, 3 miles north of Kemptville on county road 44, Kemptville, ON., 7780 Becketts Landing Road, Tel. 258 1456.

#### **Wednesdays:**

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

**Place d'Orleans Cruise Night**, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, [goldvee@travel-net.com](mailto:goldvee@travel-net.com)

#### **Thursdays:**

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

**Hunt club –Merivale**, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

#### **Fridays:**

**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](http://www.iquebec.ifrance.com/autoshow)

#### **Saturdays:**

**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](mailto:larrysmway@aol.com)

**Heron cruise** 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:**

**British Breakfast**, Broadway Rest., Hwy # 16, Broadway Rest., Hwy # 16, Hil Goldberg, 692-5381, [hilliardgoldberg @ocdsb.edu.on.ca](mailto:hilliardgoldberg@ocdsb.edu.on.ca)

## *Classifieds*

### *Wanted*

**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](mailto:cmarshal@magma.ca), Tel. 613-825-2683

**TR3 wheel wanted.** Please call Wayne Mercer at 613-792-1252

### *For sale:*

#### **TR6 parts for sale**

I have 2 car's worth of tr6 parts, too many for my own use. Both cars were around the 74 era. Parts available are engine, diff,boot,bonnet lids, hard top, all the normal electrics,etc. Would anyone in the club be interested? I live in Fergus, cell phone # is 519-766-7956 or home 519-843-2215. Colin Williams, [colinwilliams@harlockschultz.com](mailto:colinwilliams@harlockschultz.com)

**Custom car/ATV / utility trailer**, 13 feet by 5 feet 10 " , diamond plate runway, beaver tail, front storage locker, 35 000 pound torsion axles with all electric brakes, D-rings, back-up light, low profile [ 5 feet by 6 feet], ring top, 2.5/75 R15 tires. \$ 3 800. --Sean Hennessey, 613-830-0121. Also Sprite hard top for sale.

**71 TR6** for sale in great looking condition. The paint very good (red) with black interior. The top probably original but the plastic windows are all clear, wood/top dash looked as though it was brand new. While it is listed in the auto trader the vendor said the price was "Very Negotiable. TEL # 541-0147 ask for Ed

**1980 TR7 Spider for sale:** The TR7 Spider was a limited edition TR7 sold only in the USA. Only around 1400 were made. It has black paint with reflective red pinstripes, factory mag wheels and air conditioning as special features. This is an excellent running TR7 Spider, with approx 75,000 miles (120,000 km). Everything works, including A/C. Many replacement parts in recent years including shocks, bushings, ball joints, tierod ends, headgasket and all valves adjusted, new timing chain, gears and guides, waterpump. Recon radiator. All that remains is exterior painting. Nothing to hide, solid body. New 185/70R13 tires on original mag wheels. Located near Manotick, Ontario. Asking \$CDN 3500. Drive it as is, or put some shiny paint on! Many, many spare parts also available. David 613-822-1315 or email at [dhuddleson@sympatico.ca](mailto:dhuddleson@sympatico.ca)

#### **TR parts for sale.**

TR6 : tied rod ends, ball joints, water pump 72-74, cylinder head kit, manifold gasket, clutch plate cover, clutch plate, One set used fibreglass fenders,

TR4/4A: Tie rod ends, clutch plate and cover, ball joints

TR3/3A Tie rod ends,

GT6 caliper kit, ball joints, rear trunnion kit, trunnions left and right, water ump Mk1-3

Spitfire: Water pump for Mk1-3, rear trunnion kit , trunnion left and right, muffler, brake master from 76 on

Brake shoes 67 on, brake pads from 67 on, dist. covers, tail lens.

Assorted rotors, points, condensers etc. for most TR's.

Tom H. Sawyer 613 258 0234 [asawyer@magma.ca](mailto:asawyer@magma.ca)

**1976 Triumph Spitfire** (convertible), restoration project. 4 spd manual. Top has never seen the road, in excellent condition. Motor was running well 5yrs ago. Frame is solid, body needs work, some has already been done (batt tray, floorboards). Most of the parts are there - all lenses, body fittings, wheel centers, gauges, etc. It must sell. Asking \$1,400 or b/o. 705-321-8328 [pontiacracing@sympatico.ca](mailto:pontiacracing@sympatico.ca)

**TR3 A O60** For Sale \$24,500 Professionally restored, including side curtains; new tonneau cover; new roof; new radiator; re-built generator and starter, includes Shop Manual. Excellent condition and runs beautifully, never driven in rain! Tel: (450) 827-1132, Ron Jamieson, [etage@mblink.net](mailto:etage@mblink.net)

**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](mailto:Jpmp1010@hotmail.com)

**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

**1972 TR6**. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

**1975 TRIUMPH TR6** (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

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.

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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