



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September 2005



Letter from the editor

Summer is coming to an end and the other day panic struck me when I noticed the first red leaf drifting down from a near by maple tree and settling on the interior of the Spitfire.

Where did summer go?

I must admit, due to the purchase of our sail boat, I've not paid a lot of attention to driving the Triumph. It didn't help that our clutch is not repaired. I dread the thought of being stranded on some lonely country road here in Lanark county.

Our 'other 'project', Andre Rousseau's GT6, is still waiting to be sand blasted. I noticed the familiar sparkle of the welder on Saturday, when Wilf finished the welding on the body. There in the corner, still shiny and clean, a new MIG welder is gracing the dusty garage floor. Yeah... the old one finally gave up service and blew up. Now that the weather has cooled off to some degree, the old addiction to work on the Triumphs stirred up again, so I think we'll soon remain our restoration

work on Andre's and our GT6. Our engine needs, disassembled in many boxes, needs to be assembled. With any luck, as the plan goes, both Andre's and our GT6 will be finished by next spring.

I've not heard from members regarding their projects as of lately. It seems everyone is enjoying the summer and it may have been too hot to drive our cars during the month of July and August. I had sent out a cry for help because I wanted to report on the Triumph activities within our club's garages.

These are the replies:

Andre Rousseau:

I have a GT6. It's in many pieces.

The end.

EVIL GRIN

Editor:

Oh, this is great news. When will it be finished...?? Or better still, what color shall it be... Oops, I opened a door here!!

Andre Rousseau:

Down to 3.

White - got the plate renewal form on Friday

Blue - works colour is cool, and its stock

Burnt Orange - just to piss off the world.

I guess in the next 2 weeks we'll lock that down. Won't we? I'm thinking it over hard. It's a big one, red even crept in there. Due date, hmmm... I want to drive by April or May.

A



Pat and Doc [Brian] Mills

For the August meeting a few members met at the community centre on Knoxdale and Corona.

Doc Brian and Pat Mills surprised us by bringing their newly acquired TR4 to the meeting. Both Brian and Pat looked very happy to be driving again and Pat commented :“ It feels like 40 years ago, when we drove our first TR4 and drove it everywhere. We're now enjoying the car. We went to some cruise nights and also to the Boot n' Bonnet car show in Kingston. Where did the time go?” Congratulations to Pat and Brian. You're surely looking good in that red TR4. This is what Pat wrote:



Then and Now

Our bones may be a little more brittle, our muscles a little stiffer, the bodies a little heavier, but on Sunday, August 21st one day before our 41st wedding anniversary, forty of those years just vanished as Brian and I drove the little red 65 TR4A to Kingston and back. After many false starts we had finally achieved a successful run. Our ultimate goal for this summer.

Forty years ago - BC (before children) – we had the exact make and model of car. For three years we drove that little car winter and summer. A thousand miles on a long weekend was not uncommon. Alas, along came child #1 and the little car had to go.

This past May a phone call brought this new little red car into our lives. It has given Brian a full time job and many winter work projects – more on that later, but best of all it has given the two of us many hours of enjoyment. Next year will be even better!!!!

Pat Mills

After a short meeting and gathering we decided to take the Triumphs on a short ice cream run to the Barhaven Dairy Queen. It was good to be driving again with the club, though the evening turned slightly cool and we had to have the heater on during our trip home.

Cheers
Liv



Martin Burtt and his TR6 at the OVTc meeting
Read Martin's story on page 6



Club cars at the OVTC meeting

Letter from the president

As we approach the final couple of months of what has proved to be a great driving season this year, we have just a few more events planned. I hope that everyone has been able to enjoy as much of the outdoors time as possible.

Last month I mentioned a proposal to hold a multi-club driving event involving a few of the local clubs in September. Putting this together as a multi-club event has proved to be impossible in the short time available this year, but it is something we really want to start doing next year. Building from the great success of the ABCD in July, we are hoping to see more events in 2006 involving the participation of several clubs. We will be identifying target dates and rough plans for those events during the quiet period in the winter so they will exist on everyone's planning calendars right from the start of the season. We do have the All British Clubs darts tournament on the other club's calendars for February 2006, but that is a long way off. A suggestion was made by Alan Graves of the Jaguar Club that we might want to organize an All British pub night sometime this fall, so we'll see how that comes together, and keep you posted.



However, please note we will still have a club organized drive east of Ottawa on September 25. Mark Russell has been planning the route and is just about finished with it as we write this column. We will of course be extending an invitation to the Jaguar, MG and other clubs to join us on the drive, but have run out of time to properly schedule it on their calendars for this year. The plan is to leave on Sunday September 25 at 10:30 am from the Park and Ride lot at Trim Road and Highway 417 in the east end, and have a drive along the Ottawa River, with a lunch break at Hawkesbury and another stop or two along the way. Total distance will be approximately 225 km, with planned travel time including breaks being about 4 ½ hours. There will be an email with final details a week or so before the event, but please mark this down in your calendar now and try to keep the day available.

Speaking of things which haven't made it onto calendars this year, I received a call this week from Russell Knight who is organizing the Olin Smith Memorial car show in Williamsburg, Ontario on Saturday, September 17. It missed getting logged onto the Eastern Ontario car show calendar this year, so unless you live in that area you are probably unaware of the event. It is a general show, not specifically British, but is linked to the Williamsburg Fall Harvest Festival and craft show, so it is kind of a fun all afternoon event for those interested. There are activities for the whole family at the festival including a parade, but you have to be there by 11:00 if you want to participate in the parade part of the event. The cars participating in the car show will be judged and prizes awarded. Judging occurs between 2:30-3:00 pm. There is also a supper and dance on the Saturday evening – tickets are available at the door – but it is first come first served. For more information if you're interested, please call Russell at (613) 652-1217.

Planning for next year's Ottawa British Car Day will be starting soon. We have already reserved the same location in Britannia Park for July 2006. Everyone seems to have been very pleased with the success of the show this year, but we are hoping to be even bigger and better next year.

I do hope you're still out there and enjoying this weather folks. Just another month or two of top down time!!

Cheers,
Don LeBlanc

Welcome new members

Steve Bourne, welcome back to the OVTC. We hope to see you and your GT6 in our midst soon again and we'd love to hear the story of the making of the Cobra.

Also new to the OVTC are Ross Graham, driving a 1978 red Spitfire and Brian Wachko who owns three TR7's. One a "modified" 1980 convertible, one a driver 1979 convertible, one a driver 1977 coupe.

Welcome to all of you.

Reminder Membership renewals were due June 2005

Member please note: Membership fees are due in June of every year. If you wish to remain a member and renew for the 2005/2006 season, please contact Tim Dyer, membership chair person at kingscreektrees@aol.com or send an application to: OVTC c/o Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate

Someone sent me the site below and although it's an MG site, it could benefit you. It's a list (state by state) of many of the repair shops that specialize in repairing British cars. This could be a lifesaver if you've broken down in an area that you're unfamiliar with. Here's the address: <http://www.mgcars.org.uk/garages/USA.html>



July OVTC drive

By Roly Mailloux

July 24th. turned out to be a beautiful, sunny day with not a cloud in site. We were therefore surprised that not more OVTC showed up to join us for the drive. So, Don LeBlanc Tim Bird, his wife, myself and my son Keith were enjoying the wonderful drive though Lanark County. The total distance driven was approximately 150 miles and we drove it without incidence, except for the fact that my Spitfire struggled a bit going up the hills. Good thing I had Don in front

of me providing a bit of a tow and Tim behind me giving me a bit of a push. We made it all the way to the new race track being built in the woods near Calabogie where Tim decided he couldn't wait for the official opening.

Our route took us past the quarry, the lime deposits on County road 9. We had a picnic lunch on the shores of the Madawaska river in Calabogie and a stop at the old stone bridge in the village of Pakenham.



For our last, and final stop, we ended up at the Leather works restaurant in Carlton Place, at the banks of the Mississippi river, for a bit of refreshment before continuing our journey home

Thanks again to Don for organizing such a fantastic trip through West Carleton and arranging for such great weather.

Cheers, Roly

OVTC at Peter Nicol Community Day

By Michael Graham

August 20 was Peter Nicol Community Day in Kemptville. Peter was a close friend and long-time resident of Kemptville. He passed away in August 2004, just six months into his first term as a Councillor for the Municipality of North Grenville. Peter was tireless in his community involvement and understood what it takes to make a community and what holds a community together. The Peter Nicol Community Trust (PNCT) was founded to continue the development of Peter Nicol's vision of a healthy and vibrant community.

As part of my involvement with the PNCT, I was on the organizing committee for the Community Day. A local car dealership put on a display of new cars and some of the race cars they sponsor, but clearly something special was still needed for the auto show to be a success. A quick call to Dave and Elaine MacNaughtan and we had a mini-OVTC representation at the show: a Spitfire, Marjorie's GT6, and my TR6. I had hoped that we would have been able to invite more OVTC members to the show, but space was very limited and the organizers wanted to invite only local participants. However, maybe next year we can plan for a larger contingent of classic Triumphs from across the Valley.

Tales of a new TR6 owner

By Martin Burr

I've always had an attraction to British cars. From listening to my father's stories of his family's Lanchester and his early purchase of a Hillman Minx at an auction, through boyhood rides in his Austin America and finally learning to drive in a '75 Mini, I guess I've always known that one day I would own a British car. (I must confess that at one time I had hoped it would be an E-Type roadster, but that remains a dream for the moment.)

Over the years, any sighting of a TR6 has never failed to turn my head. Whenever I came across one at a car show or parked at the mall I've always peered enviously into the cockpit and marvelled at the distinctive muscular lines of the car. About 8 years ago, I came home from an overseas job with a pocket full of money and the need for a new set of wheels. What should appear in the classifieds but a beautiful red TR6? I checked the car out and it sure looked good, not perfect but a great daily driver, just what I was looking for. The owner allowed me to take the car to a local mechanic (who I won't mention by name here but who knows his way around a British car). He looked it over and said that it would be in need of some major engine work in the very near future and recommended I keep looking. I took his advice and ended up purchasing an '85 Olds Toronado instead. The Olds served me well but it certainly wasn't the little roadster I'd wanted. I still have a photo of that TR6 and every time I've come across it since, I wished I'd had the courage to ignore the mechanic's advice and buy it anyway.

Last fall I moved to a new house with a double garage that looked pretty empty housing the lone family sedan. Obviously a second car was required to fill the space and the thoughts of a TR6 to fill the void awoke again. Over the winter I scoured the internet looking for buying advice, lurked numerous discussion groups, endlessly searched the Auto Trader and in the spring attended my first OVTC meeting.

As soon as the snow was melting I started answering ads. I knew I wanted as rust free a car as possible. I felt able to tackle any mechanical problems but welding and bodywork scared me. My early search led me to consider shipping a car from BC and I contacted a company with several Triumphs for sale. He had a number of rust free southern US cars and I checked over the photos and information he sent me, got several shipping estimates and decided that perhaps one of them was the car for me. Unfortunately, someone else bought the car just before I made an offer. Next up were a couple of cars in the Ottawa area and then plans were made for a trip to see several cars in the Toronto area. In the meantime, a car came up on eBay in the Syracuse area. It had overdrive and was being offered with a reasonable "Buy-It-Now" price. I contacted the seller and on a sunny May day headed down to see the car. I went over the car with a fine toothcomb and took it for a long drive. Everything worked and it had been well looked after but it didn't reach out and say "buy me". I told the seller I'd think about on my trip home and if I wanted the car would buy it on eBay when I arrived home. As soon as I got home, I logged onto eBay and found that the car had sold 30 minutes after I had looked at it!

After 2 "near misses" with cars further afield, third time was a charm, practically in my own backyard in Barhaven. A test drive and check of the frame on a hoist later (but no visit to a mechanic this time) I was the proud owner of my own TR6, a '75, the same as the car I learnt to drive in (though fortunately not the same Harvest Gold colour).

I know it's not perfect but it runs well and the immediate work required is well within my capabilities. Over the past 3 months I've managed to put 2500 miles on it during evening and weekend drives. I've replaced the front springs, shocks and bushings (why did the first side took a day and a half and the second side just over an hour?), installed electronic ignition, replaced all the water hoses, tweaked the timing and carbs and made numerous small cosmetic improvements throughout the car. The list of winter projects is growing, the parts bills are piling up, and I'm registered for a car

restoration course at Algonquin College this fall. I'm not looking forward to having to park the car when the snow flies and already I'm thinking about some longer trips next summer. Maybe I need to start looking for a '75 Mini as my winter car?

Deadly auto accident in Michigan throws a spotlight on classic-car safety

By OLIVIA MUNOZ

Associated Press [copied from the Lansing news paper]

DETROIT - At a time when thousands of Americans were standing in bread lines, the luxury automobile of the day, the Auburn Cord Duesenberg, sold for more than \$15,000. The car - miles ahead of the typical \$500 family car of the day - weighed more than three tons and was bigger than a modern Suburban.

But like many pre-World War II cars, Duesenbergs were made without one of the basic safety features mandatory on modern cars: seat belts.

And that might have contributed to the deaths over the weekend of a mother, father and their 8-year-old son. Police say a 2001 Volvo ran a stop sign near Ann Arbor and struck their newly restored 1929 Duesenberg while they were out for a drive near their home.

The family of five was thrown from the car, and the two other children were injured. The driver of the Volvo was not injured and could face charges.

The Duesenberg, like many vintage cars, is nearly impossible to bring up to current crash safety standards. And many classic-car owners believe that trying to do so would spoil a vehicle's authenticity.

Federal law holds cars only to the standards that were in effect at the time of the vehicle's manufacture. But many states have come up with their own regulations for classic cars, and often prohibit their use for routine transportation.

"When you're driving to a show, the guy in the modern car thinks you can start, stop and maneuver just the same as he can. But if you have an open car and it flips over, you're in big trouble," said Chuck Conrad, president of the Des Plaines, Ill.-based Classic Car Club of America.

Crashes - especially fatal ones - involving classic cars are rare because the owners are so cautious with them, said Matt Short, executive vice president of the Auburn Cord Duesenberg Museum in Auburn, Ind.

Owners do most of their driving to and from classic-car shows, conventions and parades. The typical mileage for collector cars is usually less than 1,000 a year, according to McKeel Hagerty, chief executive of Hagerty Collector Car & Boat Insurance in Traverse City. His company is one of the biggest classic-car insurers in the country, with 300,000 clients.

Hagerty said he cannot remember a fatal crash in a vintage car in the 22 years he has been in business. Only 0.2 percent of his customers in any given year file claims over collisions with other cars, he said.

Seat belts were introduced on cars in the early 1960s. In 1968, the federal government made them mandatory. But there is no federal requirement to add them to cars that did not come with them.

And with vehicles built before the 1930s, "you just can't retrofit many of these cars. They will never meet any modern crash test criteria for safety," said Eron Shosteck, spokesman for the Washington, D.C.-based Alliance of Automobile Manufacturers.

After all, Conrad said, "Bolting yourself down to a 70-year-old piece of wood isn't really going to stop anything."

Most states, including Michigan, New York and California, let classic car owners register their vehicles with a "vintage"

license, but with restrictions.

In Virginia, a classic-car owner can obtain a standard registration that allows the vehicle to be used like any other model as long as it meets current safety standards for such things as brakes, headlights, turn signals, tires and seat belts. Or, the owner can obtain a vintage license that limits its use to car club events, parades and exhibits as well as occasional pleasure driving no more than 250 miles from home.

In New York, cars registered as historic vehicles are prohibited from day-to-day use, such as commuting to work. In Maryland, registrants must attest that they will not transport people in the cars on highways. And in Alabama, classic car owners can be fined and stripped of their vintage-vehicle registrations for driving their classic cars other than for a show or a parade.

Just for laughs

Always wear clean underwear in public, especially when working under your vehicle!

From the Northwest Florida Daily News comes this story of a Crestview couple who drove their car to Wal-Mart, only to have their car break down in the parking lot. The man told his wife to carry on with the shopping while he fixed the car in the lot.

The wife returned later to see a small group of people staring at the car. On closer inspection, she saw a pair of male legs protruding from under the chassis. Although he was in shorts, his lack of underpants turned private parts into glaringly public ones.

Unable to stand the embarrassment, she dutifully stepped forward, quickly put her hand up INTO his shorts, and tucked everything back into place. On regaining her feet, she looked across the hood ... and found herself staring at her husband who was standing idly by. The mechanic, however, needed three stitches in his forehead.

Events

September 18th TTC Bronte Creek British Car Day 2005, Toronto Triumph Club British Car Day.

This is the largest all British event in North America with over 1000 cars, www.britishcarday.com

Sept 17-18, 2005 – British Invasion, Stowe, Vermont, The best car event in the East with over 500 British cars, a must participate event on Saturday. Pre-registration before September 5th required. (refer to web-site).

More info: www.britishinvasion.com

September 17. Olin Smith Memorial car show in Williamsburg, Ontario. General car show linked to the Williamsburg Fall Harvest Festival and craft show, so it is kind of a fun all afternoon event for those interested. There are activities for the whole family at the festival including a parade, but you have to be there by 11:00 if you want to participate in the parade part of the event. The cars participating in the car show will be judged and prizes awarded. Judging occurs between 2:30-3:00 pm. There is also a supper and dance on the Saturday evening – tickets are available at the door – but it is first come first served. For more information if you're interested, please call Russell at (613) 652-1217.

September 25. OVTC drive. at 10:30 am from the Park and Ride lot at Trim Road and Highway 174 in the east end, and have a drive along the Ottawa River, with a lunch break at Hawkesbury and another stop or two along the way. Total distance will be approximately 225 km, with planned travel time including breaks being about 4 ½ hours. There will be an email with final details a week or so before the event, but please mark this down in your calendar now and try to keep the day available.

September 27th. OVTC meeting

October 1st. and 2nd. British Reliability run <http://www.mibrr.com/> We're at it again On October 1st, 2005, up to 50 vintage British cars will depart Marshall, Michigan, for a demanding 700-mile run through Michigan, Ohio and Indiana to raise money for charity. This run, the third annual, is titled "America's British Reliability Run" is an endurance run of sorts, fashioned after those run in the UK. They always benefit kids, this time, kids coping with cancer. The event is based loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so. It's not a race, it's merely a test of the drivability of our old cars. And this year, we're dedicated to helping a very worthwhile charity; the **National Children's Cancer Society**. This year's run features the covered bridges of Parke County, Indiana, some of the most scenic in America. Each team's goal is to raise US\$500 to help the NCCS continue their mission: "To improve the quality of life for children with cancer by promoting children's health through financial and in-kind assistance, advocacy, support services and education." It's through fundraising efforts such as this that those kids are able to get to camp. Last year we raised more than \$32,000 to help kids with diabetes get to educational summer camp. This year we're hoping to out do ourselves.

For more OVTC and other car-related events in the planning stage check out web site <http://www.ovtc.net/>

CRUISE NIGHTS

MONDAY

- May to Sept Manotick Village Perks, Manotick, ON. Contact: Hil Goldberg at 613-692- 5381
May 2 to Oct Napanee Valley Cruisiers, CTC. Napanee, ON. Contact: 613-354-2727 or mccaffery@ihorizons.net
May 30 Perth Home Hardware, HWY 7, Perth, ON. (6 pm). Contact: D. Muir at 613-264-0750 or Hank Doornekamp at 613-386-3033. E-mail at 50panel@ripnet.com

TUESDAY

- April to Sept Kempville Cruise Night. Rideau Restaurant, 7780 Old HWY. 16. "N" Kempville, ON. Contact: 613 -258-1456
May 3 Hot Rods & Harleys Cruise Nights, Spanky's HD, Peterborough, ON. Contact: 705-745-0421
May 3 Kanata/Hazeldean Mall, Kanata, ON.(Ottawa) R. Thomas. 613-836-3647
May 10 Malone Auto Club, Malone, NY. McDonalds. Contact: .draville@starband.net or www.maloneautoclub.freesevers.com
May 17 (Opener May14,1.00pm), CTC, Hawkesbury, ON. Contact: 613-632-4407 or autohawk@hawk.igs.net
May ? Belleville, ON. CTC

WEDNESDAY

- April 20 Cornwall Olde Car Club, A&W Rest. Vincent Massey Dr. Cornwall, ON. 5:30 until dark M. Lemieux at 613-931-2087 or www.cornwalloldecarclub.com
May 4 to Sept l'Association les Voitures Anciennes de l'Outaouais at the Crocodeli Deli and Bar Restaurant, May to September, from 6-9 p.m. Contact: Charlene Commando at 819-663-5508 or ccommando@sympatico.ca
June 15, July 13 & Aug 17 Cruise around town. Champlain Valley Cruisers. Contact: J. Seymour at 518-563-6657 or seymourd@westelcom.com
May 11 to Sept Place D' Orleans Shopping Center, Orleans (Ottawa) ON. Contact: G. Macinnes at 613-830-5207 or goldvee@travel-net.com
May 11 Gananoque, CTC. HWY 2. Gananoque, ON. Contact: P.Young at 613-382-7082
July 27 Seaway Cruisers, Morrisette Park, Ogdensburg, NY. Contact: 315-344-7140

THURSDAY

- May 19 Smiths Falls, CTC. HWY 15. Smiths Falls, ON. Contact: 613-283-2145 or 613-283-1297
June 02 Massena Dairy Queen, (6:00) Massena, NY. Contact: Randy at 315-769-6739 or moccin@twcny.rr.com

May to ___ Kanata Centrum, Kanata (Ottawa), ON. Starts at 6:00pm, 4th Thursday of each month.
Contact: R. Rutkowski at 613-591-6955

May to ___ CTC Cruise Night, Picton, ON.

FRIDAY

Apr 22 Cornwall CTC, Ninth Street (East), Goodtime Cruisers, Cornwall, ON. Contact: G. Nelson at 613-346-2408 or cnelson@sdcgcounties.ca

May 6 Kingston, CTC. Cataraque Center, Gardiners Rd., Kingston, ON. Contact 613-372-2625

May 3 Aylmer, QC. The Galleries, 3rd Fri of Month, till Sept. J.P. Sylvestre at 819-684-9406 or www.autoshowaylmer.com

June 3 Plattsburgh, NY. Skyway Plaza, US. Ave @ Rte 9. Contact: J. Seymour at 518-563-6657 or seymourd@westelcom.com

June 15, July 13
& Aug 17 Cruise around town. Champlain Valley Cruisers. J Seymour at 518-563-6657 or seymourd@westelcom.com

SATURDAY

May 14, June 18
& July 16 Cruise'n at Monkey Joe's, Westgate Plaza on Carling Ave., Ottawa, ON. 4:30 p.m. - 8:00 p.m. Contact: Larry Way at 613-446-4717 or larrysmway@aol.com

May 14 Opener, (Tuesdays starting May 17), Hawkesbury, ON. CTC. Contact: P. Sequin at 613-632-4407 or musique@hawk.igs.net

May 8:30 am. British Breakfast at Broadway Rest. (HWY 16) H. Goldberg at 613-692-5381

June 11 Stewarts Cruise In, 2nd Saturday of each month, June 11 to Sept 10, Intersection of Rte 56 & Rte 37, Massena, NY. Information: Randy MacDonald at 315-769-6739

July 2 Main St. Block Dance & BBQ. Main St. Massena, NY. (6:00), Music by Agent 86. Contact: Randy MacDonald at 315-769-6739 or moccin@twcny.rr.com

SUNDAY

May 1 (weekly to Labour Day), Outback Steakhouse, South Keys Shopping Centre, Ottawa, ON. Contact: Paul at 613-731-7577

Sept 25 Cruise'n into Fall, 10:00 am to 4:00 pm, at Monkey Joe's at Westgate on Carling Ave., Ottawa, ON. Contact: Larry Way at 613 446 4717 or larrysmway@aol.com

Classifieds

For sale:

1968 Spitfire MK 3 for sale. Unfortunately I am of such an age that I can no longer get in or out of the vehicle without discomfort. If there is anyone in your club who is interested in purchasing this vehicle, I can provide details if requested. Name is Howard James, I live in Metcalfe and tel # is (613) 821 1579. Thank you.

1974 Triumph TR6 PI, Black with tan interior and black convertible roof. Meticulous frame off restoration and conversion to fuel injection in 1985-87. 35,000 miles driven since then and has always been maintained in excellent conditions by British car specialist. Complete engine rebuilt including fuel metering unit, injectors and head conversion to unleaded fuel in 2003. Car comes equipped with overdrive, electronic ignition, original Triumph hardtop and Viper alarm system. Original shop manual and complete work history available since restoration.

Price: \$18,500 or best offer. Serious inquiries only. The car is in Montreal, Quebec. Contact Benoît Cloutier during the day at (514) 938-5995 ext. 145; evenings and weekends at (514) 762-1496; e-mail at bcloutier@sdklbb.com

Beautiful 1980 TR7 For Sale (Private Sale)

This car was originally purchased in Winnipeg, Manitoba and driven to Ottawa in September 2004 (without a hitch I might add). It has 116,000 original KM, possesses a manual choke, 5 spd. transmission and has a new tan leather interior and new carpets. Top is new as well. This is a turn-key vehicle that is absolutely a pleasure to show and drive. Reason for

selling – recently bought a TR8. Car is located in Orleans, east of Ottawa. Phone (Jeff) 613-824-6630. Asking \$7500 o.b.o.

1972 Triumph TR6 \$ 12,750.--We just started a family. I won't have enough time to use my TR6 so I have to find a good home for it. Excellent body and underside. Paint (fire engine red) shows very well with few scratches. The interior is in excellent condition (just had the seats reupholstered). Clutch professionally replaced in 2003. Several upgrades including shoulder belts, electronic ignition and spin-on oil filter adapter. Electrical system sorted out in 2000. Stored in dry, heated garage for the last 5 winters. Original steel wheels with Dunlop D60 215 60 tires that have little wear. All in all an excellent driver. Please contact Alain at 613-948-1432 (work) or 613-742-1557(eves and weekends before 9 p.m.)

1971 Triumph GT6 Plus (MKII) A hard to find model

A great handling car with lots of get up and go. Exterior color is green with black interior. 2.0 Liter engine, dual carburetors, 4 speed trans. Differential was replaced late 2004. (Still have the old one) Car has very little corrosion; suspect car was restored in mid to late 90's. This daily driver was re-certified late Apr 05, has some extra parts as well as original workshop manual. Can be seen by appointment only, call after 5 PM. (613) 837-0555 \$5,000.00 Firm.

TR6 parts for sale. The "Doc" would like to find a new home for his collection of previously enjoyed TR6 parts. Priced to move are: 2 engines, 4 transmissions (no overdrives), 3 diffs, 12 manifolds, 1 used Stebro stainless steel exhaust system, 6 drive shafts, 1 set of 4 red line tires on rims, 8 doors, 3 bonnets, 4 boot lids, bumpers, brake drums, suspension pieces, some rag top frames, dash board bits, etc. etc. etc. I also have two project cars - TR4A - which would be for the serious restorer only. Call Brian Mills at (613) 825-1698 or e-mail brianmills@rogers.com

Morgan/Triumph parts for sale. The following parts need a new home;

2 complete Triumph engines from 50's Plus 4 Morgan. 1 engine has been disassembled with all parts categorized and labelled in separate box. 1 engine has rocker cover and head removed for storage.

1 Morgan front end frame. Removed from 1958 Plus 4 Morgan to make way for a racing front end frame.

1 Engine and Transmission removed from TR7 1978 (approximately) parts car. Car had been driven before parts were sold off. Make me an offer at sabourin.rp@forces.gc.ca or (613) 224-3700.

1980 TR7 hardtop for parts or repair. Has been sitting in my garage for the last 5 years. Low mile age. Sold as is or for parts (whole car only). Best offer. Located in Guelph. 519-821-6208 or jim.edwards@rogers.com

TR7 parts for sale. Many different items available including pair of TR7 front brake calipers, 3.90 rear axle complete with drums, pre-1980 TR7 radiator, TR7 A/C condenser & A/C hoses, brand-new Addco add-on front swaybar, stock 1980 rear springs (TKC3300), brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil. Too many other parts to list. Call for more info, or to arrange a "viewing". David, Manotick, Ont. 613-692-4396 or dhuddleson "at" sympatico.ca

1980 Triumph TR 7 convertible 5 speed. Motor completely redone top to bottom for performance. Carbs also redone for performance and updated. Forged aluminum racing pistons, bored-over, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, K and N racing filters, performance clutch. Motor alone worth many \$\$\$\$. Two brand new performance mufflers included. Car needs top, carpet and some work to complete. Car has been properly stored for several years. A joy to own since 1988. Call me today and enjoy it this summer for only \$3900.00. Marc. (905) 334 - 4242 Oakville, Ontario studio3d1@hotmail.com

1973 Spitfire for sale. Engine is a 1971 1300CC., Transmission a 71 and it has an overdrive. The seats and interior have been redone but the driver's side is starting to wear. The engine compartment is very clean. Mechanically the car was redone from the frame up in 1995. The soft top is in good condition and we have a spare top and frame. Price \$7000.00 Our home # is (514) 932-9265 carolyne-stephen@sympatico.ca

1969 & 1972 TR6s Restoration or parts cars. In heated storage for the past 12 years. Both complete, all interiors, glass and trim in good condition. Hard and soft tops, luggage rack, roll bar, minor body rust. 1 set new British rugs (black) 1 set New rockers. 1 set New "B" posts. Factory 8 track. Collingwood Ontario. Email or 519 924 0602 Tony.

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 Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, kingscreektrees@aol.com

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)

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