



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

We're on the web at <http://www.ovtc.net>



October 2006

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Letter from the Editor

Calabogie race track media test day...

Once in a while I get lucky.

This September I had the opportunity to attend the VIP & Media Pre-Opening Test day of the newly to be opened Calabogie Race track. The weather god was on my side and presented me with a perfect day and an opportunity to drive my MK3 Spitfire to the race track.

No doubt autumn had arrived in Ontario. The leaves were already changing colour in this beautiful northern landscape.

The day was sunny and warm and the strong winds were ripping the maple leaves of their branches, blowing them down into the open car as I passed below the massive trees on my way north towards the village of Calabogie. What a fantastic day to be driving the Spitfire.

Continued on page 3

Welcome new members

The OVTC welcomes the following new members to the club

Tony Davis of Ottawa, driving a 1966 TR4A IRS, **John Porter** of Cantley, Quebec, driving a 1965 Morgan Plus 4 (this is a TR4A engined Morgan). Welcome back **Paul Williams**, driving a 1981 TR8.



Submissions to the 'Overdrive' by members and non-members are always welcomed and appreciated.

If you have a story to tell, a report about a restoration to share with us, please write to me :

E-mail :

wilivhaasper@sympatico.ca



Message from the president

Hello everyone,

We will be back to our regular meeting place at the Manordale Community Centre this month. Thank you to those who managed to make it out in September. I know things were a bit confusing. We had a great speaker from the Ottawa Motorsports Club who talked to us about what they are doing to host their first major event at the newly opened Calabogie Motorsports Park .

I feel I owe the club an apology this month. Things became somewhat complicated at our last meeting following the presentation from our guest speaker, and I don't think I have handled it correctly. The group present voted to cancel the traditional Fall Colours Run in favour of going to Calabogie for the "Goodwood in the Valley" event. In subsequent emails, there seems to have still been a lot of interest in holding our annual event anyway, and I am now concerned that the group present at the club meeting and who voted may not have been fully representative of the club at large.

So, after further discussions with Louis Boucher about what he would like to do, the end result is that we will have two events on consecutive weekends. Let's hope the weather is with us. On Saturday October 14, anyone who wants to participate in the "Goodwood in the Valley" event is to be out at the Calabogie track by 8:30 am for the obligatory drivers meeting before being allowed onto the track. We will get about an hour of track time behind a pace car, and there is a BBQ at the end of the day. There is a cost for this – details are on our website

On Saturday October 21, we will have our more traditional Fall Colours Run, as organized by Louis. We will have a launching point in the east end, probably the Trim Road Park and Ride (to be confirmed), and go for a drive to Mont Tremblant. We will have lunch in the village and then head home. Some beautiful scenery and a different route than we've had before .

Elections for the OVTC executive for 2007 will be coming up fairly soon in November. We will be taking nominations at the next meeting so we can identify the candidates prior to the November meeting. If you are interested in getting more involved in the club, this is a great way to do it. Our club is only as good and as relevant as we make it. Please consider putting your name forward for one of the positions

Cheers
Don LeBlanc

What a great video http://www.youtube.com/watch?v=EGh_cXJawDQ....though our friends driving TR's, other than the TR6, may not like the "feminine" references made to their TR's.

Member please note:

Membership renewals were due in June.

If you've not renewed your membership with the OVTC please send the dues of \$ 30.—

to

OVTC c/o Tim Dyer
427 Kings Creek Rd.
RR #3, Ashton, Ont.
K0A 1B0,
Tel: 613-253-4126

E-mail: kingscreek-trees@aol.com

Note:

If you wish to have you name added to the "classified mailing list, please contact me.. This mailing list is established to forward to you the latest classifieds that have been sent to me..
Liv , editor
wilivhaasper@sympatico.ca



Getting ready for Goodwood ??



Letter from the editor continued

Calabogie race track media test day

From the village of Almonte, passing along farms and meadows, it takes you to the hamlet of Middleville and from there to Hopetown. Here you turn right on highway 511 and follow the winding road all the way to the Wilson Farm Road. You'll find a sign indicating the race track on your right hand side. Wilson Farm Road is paved now and it takes you straight to the track entrance.



I'd been watching the progress of the race track in it's development for the last two years now and was happy to learn that the finally hurdle, the approval by the Ontario Municipal board, had now been cleared. The track has been paved and it's now open for business.

So, on pre-opening test day there were all kinds of enthusiast already lined up to test the track. This day was designated to parade laps and spirited driving. The track was also open to walkers who wanted to experience the lay-out first hand. Lunch our had been set aside for those people to take a look close hand.

Lunch was provided by the organizers and this lucky person was given a nice, blue baseball cap as a memento of the occasion. Not only did I spot many great looking cars there, I also noticed smiles on many faces peeking



out from under the rim of helmets, as people waited in pit lane for their turn to test the track. There seemed an urgency and excitement in the air for driver and staff alike.



A motorcycle contingency was the first group I watched taking their turn on the circuit, followed by classes of different cars of different makes, Porsche, Honda, Lamborghini, MBW, Audi, Mazda and many others.

I'm happy to report that the Firefly was the only vintage car present but it didn't seem to get much attention as most people were more interested in the fast and furious...

I was given the opportunity to cross the track between classes to



find a good viewing point on the infield from which I was able to take some excellent pictures of cars and motorcycles as they were making their way around the corners of Jacques and Gilles..

I also was brave or stupid enough to creep up as close as one can get to track side and was whistled at by the marshals to retreat back behind the guard rails. Yeah.. I knew better but couldn't leave the opportunity for a good shot alone. I noticed that the track seemed to be difficult for many drivers and it was obvious that most of them they were not trained for racing. There was a lot of over steering and squealing tires going on. But, fun was had by all and enthusiasm was high.

Pictures by Liv Haasper



Letter from the editor continued

Calabogie continued

The track itself is a combination of the challenge of tight corners and fast straights. It tests the drivers of concentration and control. There are tight apexes, set around groups of trees and rocks, that will be a test of people's driving skills for sure. Names like 'Kink', a high speed left- hander, and 'Jacques', a 113 degree right- hander, requiring heavy braking and a quick turn, pop up on the track map. Then there's 'Mulligan's and 'Big Rock' and ' The Brow' just to name a few. " The Hook' and 'The Throat' will test anyone's driving skills and then there's 'Rocky Road', named for the extremely difficult terrain through which this section of the track was cut..

The Ducks' Head sequence of turns, so named for it's duck head resemblance, with it's 6 interconnected runs and elevation changes, will catch the driver's attention for sure. And ten there's a ridge, a 229 meter straight, that rises and then falls back shortly where the track leaves the wooded area and enters the old stone quarry section.

All in all the track is a combination of tricky twist and turns and changing elevation. It's a race track carved out of the Canadian shield and it's as tough as can be. I think drivers will like what they see at Calabogie race track.



There are many events featured for the racing feature this fall that will allow for open lapping. Check out www.calabogiemotorsports.com for updates.

'Goodwood in the valley'

October 14 –15, 2006

Celebration of the opening of Calabogie Motorsports Park . On-track and off-track activities through-out Saturday will be topped off by a giant beef BBQ. Sunday is a full track day. Spectators and visitors are welcome to come to enjoy the wonderful new track in the Ottawa valley.

Contacts: Ron Wolfman 613 863 5360

<http://www.mco.org>

Letter to the editor

The NY Times has started a special section of "collector cars" where anyone can submit 5 pictures and a description of their car. Right now there's only 2 Triumphs posted but I figure we can do better than that. If you go to my posting (http://collectiblecars.nytimes.com/View_Listing.asp?ListingID=COL608271) you'll see a link for submitting your car.

The main link for this section is at http://collectiblecars.nytimes.com/List_Listings.asp

From: "Bob Danielson" <75TR6@tr6.danielsonfamily.org>

To: "'Triumph List'" <triumphs@autox.team.net>

Hi Liv,

there has been such a surge of interest in these things that I have decided to bite the bullet and run off 200 of these decals. If you want to know what they look like see the bottom of this site:

<http://members.cox.net/spitlist/centercaps.html>

(The image is much sharper than the one on the link) In order to minimize the price, I am making the things slightly smaller so I can run them 4 across rather than 3 as was done before. They will end up being about 2-7/8" rather than the 3" ones done before. The price will be the aforementioned \$3.00 each.

Here is how to order:

Send a Stamped self addressed business size envelope (4-1/8 x 9-1/2) to me at the address below along with a check or money order in US dollars payable to me. Include the quantity of decals you are buying. (That should be obvious by the size of the check but you never know).

Affix postage for US delivery at the following rate:

1 to 7 decals- one 39 cent stamp

8-15 decals - two 39 cent stamps

Above 15 contact me for additional instructions prior to sending your order.

Those outside the USA, send your prepaid order but rather than a SASE, add

One

Dollar to cover postage for up to 15 decals. I will have to figure out postage and will provide the envelope for this amount. But send me a mailing label with the destination address.

Regards,

Joe Curry

1707 W. Placita Del Zocalo

Sahuarita, AZ 85629 USA



The unofficial OVTC Picton weekend

By Bob Holmes

Mary Kay and I were among those who had expressed interest in the proposed Picton trip. We usually can't join most weekend events because of my work, but it just so happened I had a week's vacation booked that coincided with the proposed date for this one, so we were really looking forward to it! We were a bit disappointed when it had to be canceled due to weather etc., but these things happen.

Then on Thursday evening we looked at the weather forecast for Picton and it was much improved. Friday and Saturday looked reasonable, so we booked a room on line at the Ramada in Belleville and headed out down Highway 7 about noon on Friday with the top down, the sun playing peekaboo through mixed clouds, and fall colours just starting to show!



The nice motorcycle Policeman with the radar, gun parked on the side of the road just outside Perth, smiled at us as we went by (at about 20k over the limit). We stopped for an hour or so in the beautiful village of Sharbot Lake to visit a friend. From there back on Hwy 7 to Kaladar then South on Hwy. 41 (one of my very favorite roads) towards Napanee.

A stop for gas (rough calculation almost 40mpg!) and down the 401 to Belleville arriving there about 4:30pm. With directions to the hotel in hand we drove right past the Tourist information booth and promptly got lost. We stopped at a gas station to check their map and were re directed by a local (after lengthy and enthusiastic discussion of just what a shiny red 1975 Spitfire is, it's history etc etc.). After checking into our hotel we thought we would go back to the Tourist Info booth and get tips on what to see. OOOOPS!

In Belleville the Tourist booth is open for business from 8:30-4:30 Monday to Friday! Oh well we'll tour on our own. The City park across from the hotel has a pedestal mounted, full size early Jet fighter aircraft (a Sabre I think?) on display which provided a good photo op with the Spitfire, then back to the hotel for a fabulous dinner.

It rained all night but stopped and dried up just before we pulled out Saturday morning, heading into Prince Edward County along Hwy. 62. First stop was the Huff Estates Winery for taste testing and a tour of the wine making operation. Nice people... great wine.



We spent the rest of the day driving around the county, following the very well mapped "Studio Tour". Pottery, jewelry, woodworking, silk clothing, crafts...it just goes on and on. At each stop you get a ballot for a draw on the "Studio Tour" prize, a huge basket filled with an example of the work of each of the 39 studios participating in the event. And at almost every stop someone wants to talk about the Spitfire. I guess they must be even rarer there? In fact the whole day the only other interesting car we saw was a white TR6.

A late lunch in Picton as the sun came out, then up Hwy. 49 to Hwy. 2 at Deseronto, along the lake to Napanee and back home via 41 & 7 by 7pm. Great drive, just over 400 miles total, the Spit ran like a dream, we can hardly wait to do it again! And to top it off, on Monday Mary Kay received a phone call to tell her we won the Studio Tour Prize!!!

Bob and Mary Kay Holmes.

Pictures by Bob Holmes



Building a spring compressor

By George Parker

Pictures by George Parker and John Janowiak

Since I was planning a lot of work on my Spitfire anyway, and I've wanted for some time now to change my front springs in an effort to lower the front end a bit, I knew I'd need a way to install the new springs. Something other than removing the spring/shock assemblies and taking them somewhere else to have them changed out.

I'd seen several styles and designs for spring compressors – some on the internet, some on eBay, and one that I used at a local dealer here in Virginia. I had even bought a set of spring compressors – the kind that “hook” into the spring near the bottom and top, and then compress the spring via threaded rods between the hooks. But those were way too big for the small springs on my Spitfire.

But the one I liked the best was shown to me by John Janowiak, fellow Spitfire owner and NASS member from Illinois. The one he built was inspired by others seen elsewhere on the internet, but what I liked most about it was the “can” he added to contain the spring and eliminate the possibility of losing the spring while under tension (see photo). However, despite that, I ended up not putting the “can” on my compressor. After I had studied the basic design, I felt that it was a bit of overkill, and was beyond my skills, as I couldn't figure out how to include it without welding.

John also sent me photos (included) which also showed dimensions to fairly precise tolerances ($1/8$ " – $1/16$ "), but I knew that I wouldn't have to worry about that level of precision. Once I got the basic parts cut, I could “guesstimate” the location of the various holes I'd need to put it all together.

I started with a 2 foot length of 2" angle iron and two 3 foot long threaded rods, and a bunch of nuts and washers. My basic parts list to start with was as follow:

2" angle iron, 24" long

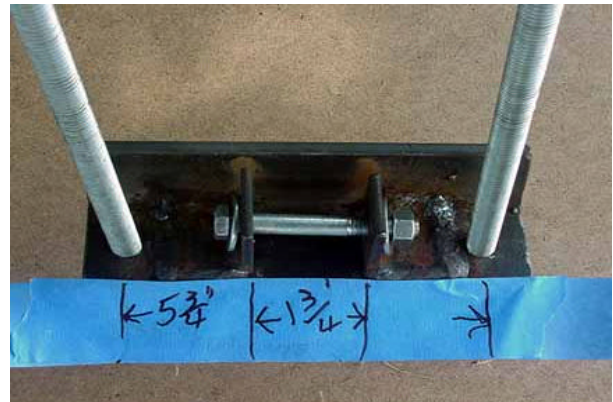
2 $7/16$ " threaded (coarse thread) rods, each 36" long

1 $7/16$ " x 3" bolt, coarse thread

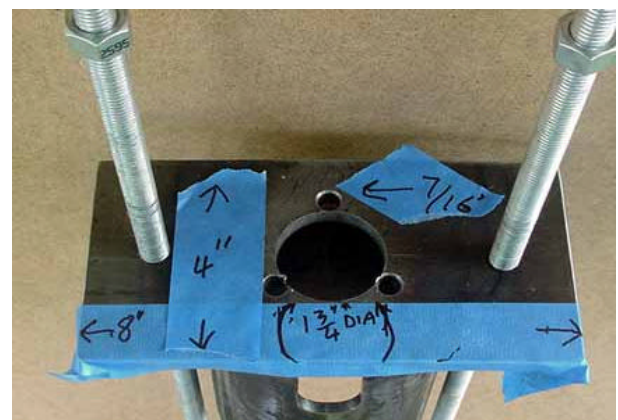
2 $7/16$ " x 1" bolts, coarse thread

9 matching nuts and washers

I started by cutting two 8" lengths of the angle iron to be used as the main top and bottom pieces of the compressor. Then I cut two pieces, about 1.5" long, of the 2" angle iron, which would form the brackets to hold the lower shock mount.



Lower dimensions



Upper dimensions

Spacing here was key. I found the center of the 8" piece, and positioned the bottom of the shock there so I could place brackets. I knew I didn't want them too close to the corner of the angle iron, or I might have trouble lining up the shock in the brackets and getting the securing bolt (the 3" bolt) through it all. Further, I didn't want them too close to the bottom shock mount itself, or another shock (perhaps with a larger bushing) might not fit. I also needed to have the short bolts (the 1" bolts, which hold the shock mount bracket pieces to the 8" long compressor bottom piece) far enough out, and the 3" bolt far enough *up*, on the small brackets so that they wouldn't interfere with each other. Once all that was figured out, I started drilling holes so I could put it all together.

A couple of other details to note. I cut my bracket pieces long enough that I could mount them flush in the corners of the 8" long angle iron. I ground down the edges on my bench grinder so that they would fit in better. If I were as handy and talented as Wilf Haasper, I would have welded them in place, but I'm not, so they are simply bolted in place.

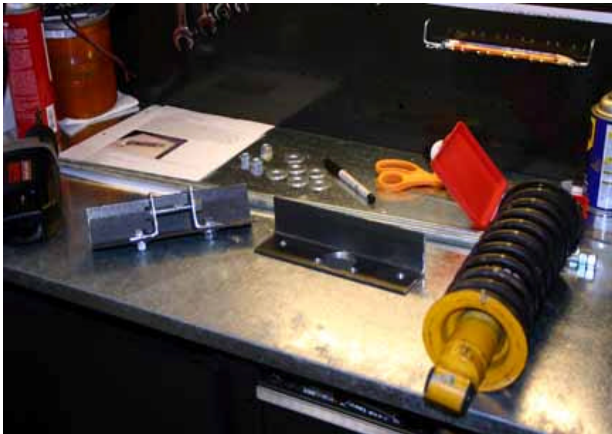
Continued on next page



At this point, I had the bottom of the shock mounted to my new spring compressor bottom piece, and the long threaded rods in place (held to the compressor bottom piece with two bolts, one on either side of the bottom piece). And it was time to start working on the upper piece.

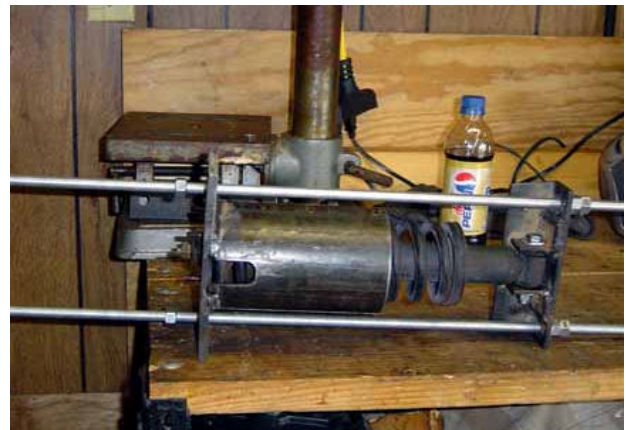
The upper piece is the other 8" length of 2" angle iron and I would need 5 holes drilled. Two on the outer ends for the threaded rod, two for the permanent bolts on the upper shock mounting place, and one big one for the top of the shock to poke through. The one big hole would prove to be the most difficult..

Locating the two holes for the threaded rod was easy (I used the already made bottom piece as a template). For the big hole (estimated to be as big as 1.75"), I found a piece of radiator hose that was about that size and used it to draw the circle I needed to cut out. Then I found what I thought was about the center and started drilling progressively larger holes. I borrowed a "progressive" drill bit from my neighbor, and that got me about 75% the way there. The next day, I bought a 1.75" hole saw, and drilled the hole with the angle iron clamped to a piece of wood, with the whole thing clamped to my small drill press. Unfortunately, my drill press isn't all that good and things tend to move around a bit, so the hole I got isn't the prettiest, but it works.



When this was done, it was time to put the top piece on my compressor and see how it worked. One of the things I learned right away is that the holes in the top piece for the threaded rod need to be a size or two larger than the rod itself. If you drill these holes the exact size of the rod, and don't slide the top piece down evenly, it will cock off at an angle and jam. So for the 7/16" rod, I drilled holes about 1/2" – 5/8" and it works great.

I was able to turn the whole thing down and get the top bushing off the shock. As I was turning the nuts back up to release the tension on the spring, all of a sudden – SPROING!!! One of the nuts holding one of the threaded rods onto the bottom piece came off and the remaining tension in the spring caused the threaded rod to pop out of place and send the nut flying. D'OH!!! The lesson here is to **torque** those nuts – I have them at about 50 ft lbs.



To use the spring compressor, I clamp the bottom piece into my workbench vise to hold the whole unit (complete w/ spring/shock) upright. That way I can turn both nuts at once and, hopefully, compress the spring in a smooth, even manner.

Besides some primer and paint, I have a couple more minor mods in mind. I have since cut about a foot off the threaded rods, as that much length simply isn't necessary. But in the process, some of the threads (not the least of which is where I cut) got a little bugged, so I now have two 24" lengths of threaded rod to install. That should eliminate the messed up threads and still keep just about the right length for anything I'll need to do on my car(s). And if I find I do need more length, putting a couple of 36" threaded rods back in is no problem.

Also, the small angle iron brackets which hold the bottom shock mount might get oval holes, so they can be moved in and out to accommodate different shocks. I'll cross this bridge when I come to it.

The only other mod I might consider is to add another 8" piece of angle iron to the bottom, effectively making a "U" (have the bottom flats overlap). I think this might help stabilize it in the vise when I actually have it in use. But I'm also not sure yet that it's necessary. We'll see.



This is a valuable tool for anyone doing their own restoration/disassembly/reassembly work, or simply wanting to play around some with different springs on their car. And as the proverbial saying goes, "If even *I* can do it....."



Events



Oct. 14-16 US British Reliability Run.. contact Blake Disher, <<http://abrr.org/>>

Oct. 14 -15 Goodwood in the Valley by Motorsport Club of Ottawa at Calabogie Motorsports
Contact Ron Wolfman 613 863 5360 or Richard Muise 613 765 9169 <http://www.mco.org>

October 21 OVTC fall drive. Drive to Mt. Tremblant., contact Louis Boucher at louisboucher@videotron.ca

October 24th. OVTC meeting

November 28th. OVTC meeting and election night. Please send nominations for office to Don LeBlanc.

Details regarding the 'Goodwood in the valley' day at Calabogie race track

By Don LeBlanc

I would like to put some more detail in front of you and try to confirm the plans.

The good news is that there has been a fair amount of interest in trying to have a British presence at the Goodwood in the Valley event this coming weekend (October 14-15).

The bad news is that it seems that our only way to enjoy the maximum track time at Calabogie will be for us to arrive early in the morning in time for the scheduled 8:30 am drivers meeting on Saturday morning. I had understood based on an earlier conversation with Ron Woltman from the Motorsports Club of Ottawa, that if we in the British car clubs organized ourselves and arrived together, they would be able to handle us later in the morning, they would hold a second drivers meeting for us, and we would still receive our full track time. However, when we come down to it, this plan does not appear to be possible given the overall MCO constraints on the day.

My recommendation therefore is that we plan to arrive at the park early enough to be checked in and participate in the 8:30 am drivers meeting on Saturday morning. This can be done by individuals just driving out to the track by themselves or by gathering together in a designated meeting point early enough to drive out together in a convoy. Both options remain possible, so long as we plan to arrive there early enough to take advantage of the activities of the entire day.

Now - the money... It is probably easiest if people go to the website and register themselves individually and use PayPal to confirm their registration. I think anything else at this point would be very confusing. Details on the times of the event and maps to the location are on the Motorsport Club of Ottawa website (www.mco.org)

Here is the on-line registration form for the event: <http://www.mco.org/form/calabogie2006.php>

If you have questions, please give me a call at (613) 596-5692 and I will do my best to answer your question or put you in touch with someone who can.



Classifieds



For sale 1959 Bugeye sprite , spares (new and used), manual's, 3 tops, including a refurbished factory hardtop. \$15,900
Contact: Shaun 613 830-0121/ shen-nessy@rogers.com

For sale Triumph TR3 and TR4

parts. After completing the restoration of both a TR3A and a TR4A, I have many parts left over that I no longer need and would like to see go to a good home and put to use. Too many parts to list here but if you click on <http://ca.geocities.com/adrio@rogers.com/forsale.htm> you will find a list. In short I have a TR3A parts car and a TR4A parts car that I would like to sell off (no engines, but some engine parts though). I am not asking much for these parts and any reasonable offer will be accepted so that the parts can be put to use. Located in Ottawa. Email me at adrio@rogers.com if you have any questions.
Email me at adrio@rogers.com if you have any questions.

Outstanding TR6 in desirable Pimento red, with 45,100 fully documented original miles. Original, factory convertible top with clear glass, original interior and seats, carpets, and the factory dash is perfect-it has not been re-finished! The jack is still in the factory cardboard box, the tonneau cover is brand new and the original am/fm Blaupunkt radio is in perfect working order. The 2005 upgrades include installing dot 5 silicone brake fluid, stainless brake lines, thrust washers in the engine, correct Michelin redlines, correct brushed aluminum trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact mhord@ca.inter.net, or call (416) 429-2412 (evenings only)

1980 TR7 , 12378 km, stored indoors, Pristine condition, located in Paris, On-

tario, west of Toronto, pictures available, 11900 USD, Ebay ad # 4645195130 (ends June 9th, 2006 but email after if you like as it may still be available) peter_beck@hotmail.com

For Sale: TR6, 1972, Body only. This is what's left of a V8 conversion. I sold the frame here previously. I have lots of pictures and will describe the car as best I can. The body is in really good condition. It was in a dry garage for 16 years, where my brother found it. There is a little rust beneath the bottoms of the front fenders, not the fenders themselves, sills. The floors were replaced, and there is a little rust on the sills under the doors. The trunk is solid, no rust. The right front fender had damage and was bonded, around headlight. Bumpers are good, not perfect. Dashpad is cracked and wood is bad. Door panels are good. Top material is ripped, but frame works well. Windshield has wiper marks. No carpet, console or seats. Body has no other rust. \$2500.00 CDN. firm. Email me, Pettyracefan43@rogers.com

For sale , complete TR7 , 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,)\$ 150.—, and very little miles on rebuilt starter and carbs.

For Sale: Removable fibreglass hardtop for TR7 / TR8 convertible, black exterior, white padded head liner.

For sale Modified Rover V8 oil pan - will work on TR7 V8 rover conversion - \$150.

For Sale: TR7 hood - single bump - \$75.

For sale TR7 coupe passenger side door, \$75.—

For Sale: TR7 coupe driver side door - \$75
Brian - (613) 794-4309 or (wachkob@yahoo.ca)
All parts can be delivered in the Ottawa area (including larger items) for a fee or are ready for pickup. (Limoges) More TR7 parts to come. Open to offers on all items.

For Sale

>> 1973 Spitfire 1500

Moving so I need to sell my 1500. Clean, runs and drives well includes matching hardtop. Dark blue with black interior, new carpet, Michelin tires, starter, fuel pump and Die Hard battery. Stored during the winter, the car is located in Barrhaven. I can be reached by Email at Saki-yama@magma.ca or 613 825-8347. Asking \$3900 obo.

For sale 1982 Triumph TR8

Convertible 46 856 km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking

\$ 14 500.— call 819 985 2656 after 6.30 pm.

For sale , complete TR7 , 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,)\$ 150.—, and very little miles on rebuilt starter and carbs.

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Wanted

1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740
lbauc511@rogers.com

Wanted

1500 Spitfire engine Randy Ward
Work 819 994 9110
Home 613 283 9728

For Sale

1962 TR3- (TR4 trans synchro 1st) complete car- orig wire wheels, Was running when stored 15 yrs ago.
However would need body-engine rebuild A-Zed
\$2K OBO-located Terrebonne north of Mtl 514-5975831 convoymagazine@yahoo.com



Automotive and Race Photography
Liv Haasper Tel. 613-257-5742
e-mail: wilivhaasper@sympatico.ca
web site: <http://www3.sympatico.ca/wilivhaasper/index.htm>

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www.et4homes.com

WATER SALES AWARD

ROYAL LEPAGE
Team Realty

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,
Tel: 613-253-4126
E-mail: kingscreektrees@aol.com

Ottawa Valley Triumph Club <http://www.ovtc.net/>

Executives for 2006

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Don LeBlanc Tel: 613-820-8680; E-mail: dleblanc@businessaccelerators.ca

Vice President

Jeff Patterson Tel: 613- 839-2891 E-mail: pattersc@dfo-mpo.gc.ca

Treasurer and membership

Tim Dyer Tel: 613-253-4126 E-mail: kingscreektrees@aol.com

Events co-ordinator

Michel Pilon Tel: 613-744-6431 E-mail: Mipilon@yahoo.ca

Sid Wosnica Tel: 613-729-7129 E-mail: sid.woznica@hrdc-drhc.gc.ca

Regalia

Roly Mailloux Tel: 613- 226-8708; Email: rdmailloux@sympatico.ca

Web master

Andre Rousseau Tel: 613-590-7365; Email: andre@justdrive.ca

News letter editor

Livia Haasper Tel: 613-257-5742; Email: wilivhaasper@sympatico.ca