



OVERDRIVE



OVTC Triumph's On The Road

PRESIDENT & ACCOUNTED FOR

OVTC President Don LeBlanc

March 2007

The annual all British clubs darts tournament will start at 1:30 pm on Saturday March 10 at Greenfield's Pub in Barrhaven. All are welcome, even if you're not a great darts player. This is just for fun, and a great chance to mingle with the people from the other British car clubs in Ottawa. Plan to be there. Greenfield's is located at 900 Greenbank Road, Unit 12, Nepean. It is just a bit south of Fallowfield. Their phone number is 823-9900.

The other day I was forwarded a request that had originated from a gentlemen in Britain who is writing a book and is looking for photographs of Triumphs in Trans-AM and IMSA racing events. If anyone in the club has any photographs of such vehicles that they are willing to share for this purpose, please let me know and I will pass on the coordinates to reach the person, or you can send things to me and I will forward to him.

We had a great turnout at the February meeting and several new members with us for the first time. Welcome to all of you. I look forward to seeing you out in your cars soon. Certainly doesn't feel like it today as I'm looking out the window during the worst snowstorm of the winter, but spring is just around the corner. I apologize for leaving the projector at my office in the rush to get to a business meeting, which meant we couldn't see the video that Roly had brought to the club meeting, but we will do that next time.

It was encouraging to see such enthusiastic support for both the new MG – Triumph event coming up in May and our planned weekend trip in June. Given that support, I will start firming up the arrangements for the June trip and should have a more detailed plan to share by our next meeting.

See you on March 10 for darts and again on March 27 for the club meeting.

Cheers,

Don



TRIUMPH SPOTTING

From The Editor's Garage - André Rousseau

So close yet so far, I was so happy to see the nice March weather, then it snowed. Oh well, fingers crossed it will all melt away. Over the weekend I actually got out to the garage, did some quick work on my high back seats. They are in a nasty state, but should hold up for the 2007 season. The work session was halted short by you guessed it. Snow!



It was good to see everyone at the club meeting. Wayne brought up an interesting issue. The "Green Effect", Wayne expressed a concern with us / older car's being grouped together as harmful to the environment, it was an interesting debate and a matter which should be talked about, Wayne, the ball is in your court to try and pull a committee together to further discuss how OVTC can be a responsible group of car owners. Charity group fund raiser, environment support. Its not a hard thing to do, but someone will have to lead the process.



On to the lighter humor stuff.
Talking about restricor plate racing eh?
Pays to pay attention to details.



If you're like me, the itch is overwhelming. I've got my Spring Triumph Start-up List, send me yours for the April news letter, see you all at the March meeting.

André Rousseau - Ottawa Canada
'68 Triumph GT6 MK1
andre@justdrive.ca
<http://www.justdrive.ca/gt6>

The Triumph Dolomite range of cars

Triumph removes the confusion - By Tim Dyer

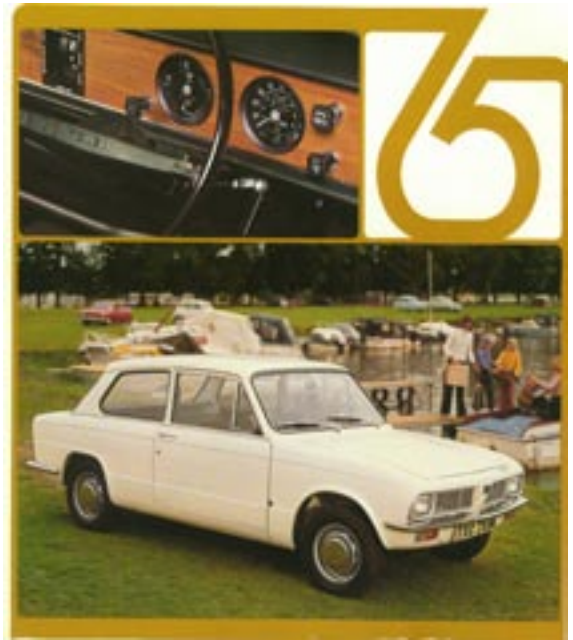
Last time we talked about the early 1970's Triumph 1500 sedan; a fairly compact and luxurious sedan that wasn't very sporting. It started off being front wheel drive, then Triumph changed the floor pan to accommodate rear wheel drive and gave it twin carburetors.

In 1971, The Triumph Dolomite was announced. This was essentially a Triumph 1500 sedan bodyshell, already made to accept rear wheel drive, with a new engine and some performance items thrown in as standard.

The engine was an 1854cc iron block, aluminum head overhead camshaft engine. This was the engine that Triumph designed for Saab in the late 1960's, for use in their Saab 99. Later, in 2-Litre form, it appeared in the TR7.

Essentially, the Dolomite replaced the Vitesse, or Sports 6 as it was earlier known in North America. When the Herald and Vitesse ended production, something new and different was needed. As the Vitesse was a sporty, fast GT6-engined Herald with some more luxury thrown in, the Dolomite had to have similar qualities. Although it didn't have the smoothness of the Vitesse's 6-cylinder, it had much more luxury, much more space, it was more modern-looking and it had similar performance to the Vitesse.

As previously mentioned, the Dolomite entered production when the Herald and Vitesse stopped. Logically, a small,



economical and inexpensive vehicle was needed to replace the Herald. Along came the Toledo. This was a rear wheel drive Dolomite bodyshell but with only two doors. The engine was the same 1296cc one that had been fitted to the Spitfire. The car looked a lot like the 1500 and the Dolomite, but it was clearly a less expensive, lower performance version. The sporty blacked-out grille was replaced with a shiny one, the four round headlights replaced with two rectangular ones. The wheel trims were quite plain and there was no



The Triumph Dolomite range of cars

Triumph removes the confusion - By Tim Dyer

excess trim on the car. Oddly, the trunk was shorter, the taillights different, the rear quarter panels were different and so was the rear panel. It seems odd now that Triumph would make a less expensive model that must have cost more to make, as a result of different tooling and different panels.

To make matters worse, the Toledo didn't sell well. It wasn't a desperately low seller, but it certainly didn't break any records and far fewer were sold than expected.

So, by 1971, Triumph's smaller sedan range looked like this, in lowest to highest priced order:

1. Triumph Toledo. This was Triumph's least expensive car.
2. Triumph 1500. Similar bodyshell but front wheel drive. Considerably more luxurious. Changed to rear wheel drive in late 1973.
3. Triumph Dolomite. Similar bodyshell again. Rear wheel drive, 1854cc, much more of a performance car and much more luxury.

In 1973, Triumph introduced a revelation on the same bodyshell. They took a Dolomite and made it into a fire breather. They called it the Dolomite Sprint. It was the same basic iron block, aluminum head engine, but they enlarged the capacity to 1998cc, the same as the later TR7. The big news was at the top-end, though, where a single overhead camshaft, 16 valve head was fitted. This was revolutionary. Almost all 16 valve engines until then were twin overhead camshaft. Triumph even won an engineering institute award for the revolutionary design of this cylinder head.

As mentioned previously, the car was a revelation. Suddenly, this vehicle, with its low purchase price, was able to outrun far more expensive GT cars. Overdrive was standard. Features that made the car look different were thick, double side stripes, unique, wide alloy wheels and wider tires, full black vinyl roof and front spoiler. The press loved the car and they couldn't believe the value for the exceptional performance. Sales took off.

Predictably for Triumph in the 1970's, the engine could have used more development. Head gasket failures, warped cylinder heads and cooling problems quickly tainted the sales success. Modifications were made, but the damage was done.

In 1976, Triumph recognized they had a lack of continuity in the product line. So, the base Toledo got four doors, Dolomite rear sheet metal and was called a Dolomite 1300. The 1500 sedan became the Dolomite 1500, in base and luxurious 1500HL models. The original Dolomite became the Dolomite 1850HL and the Dolomite Sprint continued unchanged.

This was how the Dolomite range saw out the rest of its days, until production ended in 1980. It was replaced by the unloved, Honda Civic-based Triumph Acclaim, which had about as much character as a fridge.



Oil Drips

OVTC Members Submissions

LBC Spotting in '06,

Having been a car enthusiast for most of my life, muscle cars in the late sixties, Datsun in the '70s, ice racing in St Pierre de Wakefield with the MCO in the mid '70s , Audi in the '80s, motorcycling in the late 80's and 90's.....I always had a soft spot for LBC's . Like everybody , priorities have directed my energy on other things and I concentrated on reading about cars, motorsport and following talented Canadian racers . I made a point of honor of being in Montreal for the grand prix witnessing history (Gilles Villeneuve victory, his fantastic drive in the wet in '81...Senna, Prost, Mansell...and of course, Jacques.)

My wife, on the other hand, was following races with me for the glamour side of the events. St Laurent street in Montreal on the Saturday before the Grand Prix is a great place to be and to feel the amplitude of the "event". Sitting in a St Laurent street restaurant beside George Harrison's table is something you don't forget.

Last July , while enjoying a short holiday on the American east coast near Hampton Beach and Portsmouth , we passed by a LBC dealer (Britbits in Rye N.H) and I could not resist the urge to at least stop and look at the inventory . Daimler, Morgans, Triumphs etc...



This is the moment where Anna started to show interest in LBC's and could appreciate the fact that these are very potent driving machines. She always had enjoyed driving her '86 Prelude (kept it for almost 15 years) and could relate to a good driving experience. One of the cars that attracted her interest was a BRG MG (*I know what you are all thinking, but it was a start*). The dealer showed little interest in helping us find out what to do to get a car from the US , seemed complicated at the time , so we backed off.

The rest of the summer was spent shopping on the Internet , E-Bay (almost got my hand on a restored BRG TR 250 located in Québec city) magazines etc...An interesting web site to locate articles for sale is LesPAC , this is where we did most of the shopping and tracking . We contacted a few Triumph owners in the region and it seems that I am a bit too slow for the market. I was always a few days late , a white TR 4 IRS from a OVTC member , TR6's like the one below which was nice but....



Last September , we went to Stowe, Vermont for the British Invasion where we could confirm our growing interest for this hobby. By the way, Anna is still trying to figure out the tri-wheeler.

A Day In A Life...

OVTC Members Jean Beaudry and Anna Magnani

A day in a life...

When on holidays outside your usual environment, every day bring new discoveries and surprises, some, of course, more pleasant and memorable than others. Last summer, Anna and I went to the south of France, staying downtown, in the historical part of Nice, on the "Cote d'Azur". Each day was fruitful and fully planned (thanks to my efficient ladyplanner) and the one that stick to my mind is the one when we were in a small tour bus to Ville Franche sur mer, Eze, then to Monaco and Monte Carlo.

During this period, I was looking hard for a LBC, and being on holidays could not take away that ~~obsession~~ (oops) wish. The tour started very smoothly, meeting interesting people from all over the world.

Every stop on the itinerary was beautiful. This started to get special in the medieval village of Eze, where there was a multistar Hotel on the hill overlooking the sea. In the parking lot. In the parking lot was a remarkable red Jaguar being detailed by the owner. We chatted a bit and he gave me the OK to take photos.



Getting into the minibus with a nice grin we headed towards Monte Carlo where the wheels are definitely worth seeing (my Italian wife had already been there, and told me I would be impressed.).

Let me tell you that was an understatement, the minute we got there, we began seeing a wide variety of very nice and exotic sets of wheels, especially in front of the casino. Lotus, Benz, Ferrari.....name them they were well represented.



On one side the parking lot resembled a Ferrari dealership and on the other lot, it looked like a blend of sport enthusiasts meeting of some kind.

A Day In A Life...

OVTC Members Jean Beaudry and Anna Magnani



Looking more closely at the second group, I recognized the beautiful red Jag with on its side a classy magnetic poster announcing a historic ride for ex Monte Carlo Rally participants. These guys came with the wheels (older or newer) of their choice , as you can see on the poorly taken photo of the group (I should have made the effort of documenting this event better) , Jag, Porsche, Ferrari, Land Rover, Corvette, Bentley, Mini, MGB, Rools, BMW an dso onAt that moment the group of participants were celebrating in the Hotel de Paris terrasse, having their picture taken for posterity.

Sadly, it was time to get back to the minibus (which no longer looked as classy after being exposed to all this luxury) to drive back, spotting other exotic and classic whells on the highway.

By the way , I am proud to say that we left the Casino richer (not as much as we would have liked though) than when we got in.

The title of this article sounds like a song we all know, so we decided to finish it on the same theme. *Imagine this yellow submarine with nice wheels....*



ANNA & JEAN
CO-OWNERS
1971 TR6

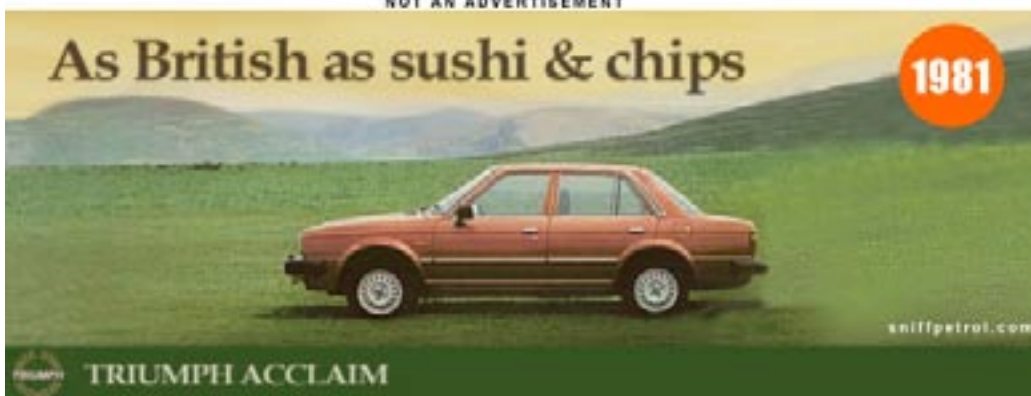
Heel & Toe

Triumph Gadgets & News

1978 Triumph Spitfire 1500 Roadster Exotic Vintage auto EBay Item number: 220085488797
Martin Burt sent me this one, I could not help but share it. It never made it's reserve. Poor Spit!



NOT AN ADVERTISEMENT



Hi Andre,

Attached are a couple of suggestions for the Overdrive. They are from old issues of Sniff Petrol (www.sniffpetrol.com) an online e-zine. I

wrote to the author and he has no problems with us publishing them as long as we include a link to his website.

Cheers,
Martin

NOT AN ADVERTISEMENT



NOT AN ADVERTISEMENT



Snap & Click

We're All Shutter Bugs Photo's by John Day



OVTC NEWS & EVENTS

Keeping our members informed

Annual Multi-Club Darts Tournament – March 10 – 1:30 pm start

British cars, pubs, and darts They just go together.

The annual multi-club darts tournament will be held on Saturday March 10. Invitations have been sent to all of the other British car clubs in the area,. The preliminary responses from the other clubs have been encouraging, so we're hoping for a decent turnout.

We will be playing at GreenFields Pub in Barrhaven. They are located at 900 Greenbank Road, Unit12, Nepean. It is just a bit north of Strandherd. Their phone number is 823-9900.

Playing starts at 1:30 pm, so please try to arrive a few minutes before that if possible so we can set up the playing order.

Everyone is free to just show up on the day of the event, but if you would like to register your team beforehand, please send an email to me (dleblanc@businessaccelerators.ca) and let me know. Although it is not required, it would help me to receive an indication from people who know they are coming just to give me an idea of approximately how big to make the game ladder.

We'll have prizes for the winners and losers. Come on out for a nice social afternoon of beer and darts with the members of the local British car clubs.

March 27th 2007 730PM Monthly Club Meeting (clubhouse)

We will be back at the Manordale Community Centre building on Knoxdale Avenue this month.
Hope to see you there.



ancaster british sports car flea market & car show

2007

SUNDAY, APRIL 22, 2007

Hosted By:
Austin Healey Club Of Southern Ontario
British Sports Car Club.

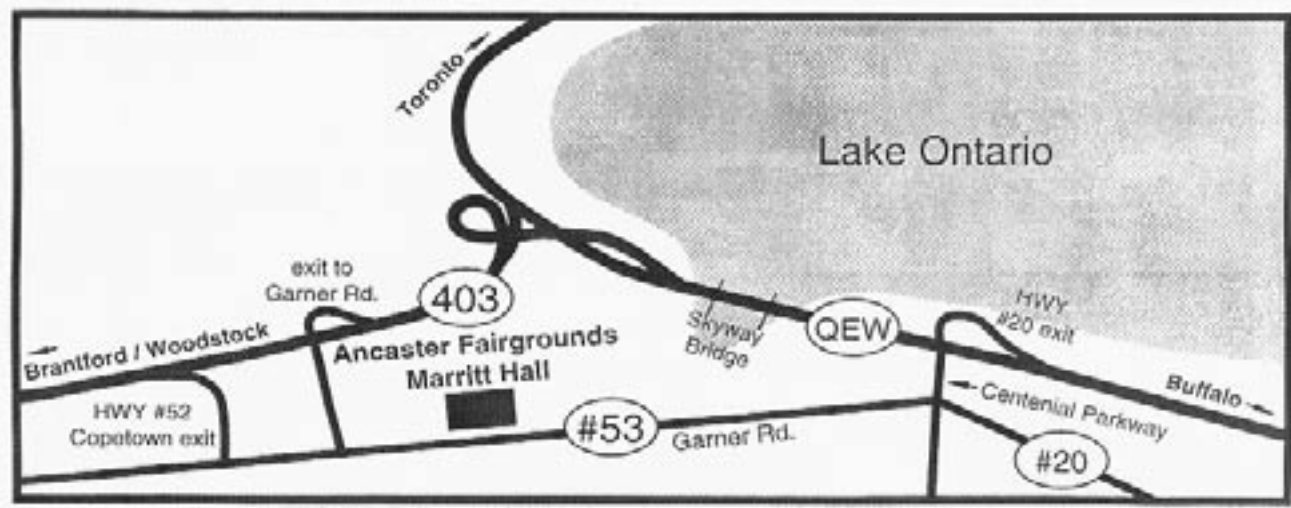
Rain or Shine !

INFORMATION:

Vendors:
Scott Morris (519) 426-7139 jstmorris@yahoo.com
General Information:
Keith Jewell (905) 578-1437 kjmgb72@sympatico.ca
Ron Kielbiski (905) 828-6810 bugeyc@sympatico.ca

ADMISSION:

Adults: \$5.00
Children: under 12 free
Vendors: \$20 **HOST CLUB MEMBERS**
\$25 **NON CLUB MEMBERS**



Hours: Public 10:00 - 3:00. Vendors 8:00 - 5:00. Snack Bar

OVTC CLASSIFIED SECTION

One owner's junk is another's treasure!

A new thing for the Classifieds.

From now on you will see a number at the end of the ad, 2 or 1. Ad's will appear in 2 issues and count down, if you need to extended or remove the ad email me andre@justdrive.ca

If you are looking for one of the finest examples of a 1980 TR7 Convertible and one with likely the lowest mileage available, then you have found it! It is unique in that it has only been driven 12,378 km(7736mi)! This car has been owned by two people (most recently purchased in June 2002), it has been stored indoors its entire life and never seen a winter so as you can imagine it is in pristine condition. Interior and exterior have no flaws that would detract from the value of this very unique car. Beautiful green exterior with tan/plaid interior. The car is located in Paris, Ontario, Canada which is located 1.5 hours west of Toronto and Buffalo, NY and 3 hours east of Detroit. Please email your questions and I will answer asap. Specific pictures and more details available upon request. Offered at \$10000Cdn. 519-442-4851. aimee.todd@humanware.com [2]

"WANTED : Aluminum block 215ci (3.5L) V8 motor & transmission from TR8 / Rover / other.
Call Eric Taylor, 613-756-2763 or email canoes@nrtco.net" [1]

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) [0]

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 bondoed, 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 [0]

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. [0]

For Sale: Removable fibreglass hardtop for TR7/ TR8 convertible, black exterior, white padded head liner. [0]

For sale Modified Rover V8 oil pan - will work on TR7 V8 rover conversion \$150. TR7 hood - single bump - \$75, TR7 coupe

pass side door, \$75, TR7 coupe driver side door, \$75 Brian (613)794-4309 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. [0]

For sale 1982 Triumph TR8 Convertible 46856km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking \$14500 819 985 2656 after 6.30 pm. [0]

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. [0]

For Sale: Removable fibreglass hardtop for TR7 / TR8 convertible, black exterior, white padded head liner. [0]

Wanted 1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740 lbauc511@rogers.com [0]

Wanted
1500 Spitfire engine Randy Ward
Work 819 994 9110
Home 613 283 9728 [0]

1972 TR6 For sale
Tan interior leather redone. Body restored and painted correct Dupont Magenta in 2003. New parts since then - 4 Michelin Redlines, brakes, master cylinder & slave, radiator, alternator, exhaust, wires, plugs, U-joints, rear axles, tie rods, sway bar clips, hood latch, hood stops, mahogany steering wheel, JVC cd with big speakers. Tonneau, original top & drive train. Compression 125 - 135 all cylinders no smoke. \$16,500

Located in Barry's Bay, 2 hrs. west of Ottawa. 613-756-2763 canoes@nrtco.net Eric Taylor [0]

Submit your free ads to the Newsletter Editor no later than the 1st of every month. The ad will run for 2 issues before being deleted unless you request an extension.

OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

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



A real estate advertisement for E.T. (Evan) Davies, ABR. It includes a diamond-shaped portrait of a man with a beard and mustache. To the right of the portrait is a red banner with the name "E.T. (EVAN) DAVIES, ABR" in white. Below the banner, it lists "ASSOCIATE BROKER ACCREDITED BUYER REPRESENTATIVE" and "Phone 'ET' For A Home". At the bottom left, contact information is provided: "200-1335 Carling Avenue Ottawa, ON K1Z 8N8 BUS: (613) 725-1171 FAX: (613) 725-3323 TOLL FREE: 1-800-307-1545 www.ctihomes.com". At the bottom right, there are logos for "MASTERS SALES AWARD", "ROYAL LEPAGE", and "Team Realty".

Executives for 2007

President | Don LeBlanc 613-820-8680 dleblanc@businessaccelerators.ca

Treasurer & Membership | Tim Dyer 613-253-4126 kingscreektrees@aol.com

Events co-ordinator | Michel Pilon 613-744-6431 Mipilon@yahoo.ca

Events co-ordinator | Sid Wosnica 613-729-7129 sid.woznica@hrdc-drhc.gc.ca

Regalia Roly Mailloux | 613- 226-8708 rdmailloux@sympatico.ca

Editor & Webmaster | André Rousseau 613-590-7365 andre@justdrive.ca