



OVERDRIVE



OVTC Invades!

PRESIDENT & ACCOUNTED FOR

OVTC President Don LeBlanc

September 2007

We have a special treat lined up for the September 25 meeting. Our guest speaker will be Bob Armstrong. Thanks to Paul Macdonald, I met Bob at Mosport this past June when there for the VARAC weekend. Bob is presently involved with the Motorsport Hall of Fame, but in getting there he has established a long history with motor racing in Canada, including racing Triumphs. He is also currently responsible for track safety at Montreal (for the F1 races as well as the recent NASCAR event). This promises to be an interesting and fun evening. I'm looking forward to his presentation.

It is probably mentioned elsewhere in the newsletter, but just a brief reminder that the biggest British car show in the region – British Car Day at Bronte Creek Provincial Park - will be this coming Sunday – September 16. The event is organized by the Toronto Triumph Club, and the show website is at www.britishcar-day.com. Is anyone interested in organizing a group drive to Bronte this year?

The Hazeldean Mall British Invasion night was a big success this year. We had something like 55-60 cars out at the mall which was more than ever, and about 20 people continued on to the Cheshire Cat pub for dinner afterwards. Thanks as always go to Alan Graves from the Jaguar club for clearing this with the Hazeldean Mall Cruise Night organizers and getting the word out to the clubs, etc. My contribution to the event this year was to map out an interesting driving route to the pub, but I don't think many of you took it. The fun part of that trip was all too brief, but it was interesting.

Although we can feel the change in the air, there are still several good weeks of driving ahead of us. We will have our annual fall colours run in early October – prime date Sunday October 7, with Saturday October 13 being the rain date. The destination and format will likely be a bit different this year than in previous years – more detail to come on this. Additionally, at the end of October (either 27 or 28 depending on weather), Louis Boucher will be organizing our final all-British event for the season. This will be a drive to Mont Tremblant as was done last year to close out the organized runs for the season. We will be extending an offer to all of the other local British clubs to join us on this run.

See you on September 25 for our next meeting.

Cheers,

Don



TRIUMPH SPOTTING

From The Editor's Garage - André Rousseau

So what have you been up to this summer?

Me, working like a dog and having fun, the best part of my life is that little guy below.

James is a true car freak, I'm so proud. He knows where horn is and loves it when we sit in the GT6 and rev the 6. Mommy's rules, no laps around the block.



I will not see you for the Sept meeting.
It's my birthday, so family time first.
Also I'll be recovering from laser eye surgery.
So I don't think I'll be ready for drive that soon,
but looking so forward to kissing glasses good bye.

A few very very important notes.

1. Good Wood In The Valley has been canceled.
The MCO organization crew just could not make
the event cost effective, so now there is no excuse
not to show up to the annual OVTC Fall Run.

2. OVTC Fall Run, I'm so there, anyone wanting to run long and hard, be there.

3. Elections, I've been a member of the club since 2001, we need some more help with the jobs of running
the club. So if your free and willing to help out, go please step up. Like I said last month, members make
OVTC.

André Rousseau - Ottawa Canada

'68 Triumph GT6 MK1

andre@justdrive.ca

<http://www.justdrive.ca/gt6>



CHEO Charity Car Show

Sept 16 Hazeldean Mall

What: CHEO (Children's Hospital of Eastern Ontario) benefit car show

Where: West end of Ottawa at the Hazeldean Mall. It's an all-makes show, take Highway 417 (The Queen-sway) to the Eagleson off ramp. (The Hazeldean Mall is at 300 Eagleson Road in Kanata.) Drive south on Eagleson 'til you pass Frisby Tire on the right and take the right at the traffic lights into the mall.

The charities: The cruises and show raise money for CHEO and the Children's Wish Foundation all season long and this season ending show Sunday Sept. 16 is a CHEO benefit, they've been doing it for ten years now and have raised thousands for the hospital every year. Contact Roger Thomas (613) 836-3647. It's an all-day all-makes show. ALL ARE WELCOME!

Numbers: The last two cruises we had 327 and 264 cars respectively and I'm trying to get as many people out as possible - to break 400 cars for the show proper. They have a half and half draw, charity BBQ, vendors, tons of door prizes and a draw for a large professional upright compressor.

Don't be shy - whether you're from western Quebec, Montreal, Toronto, upstate NY, eastern Ontario, we want you at the show. It's for a great cause (CHEO) and we can wrap up the 2007 season in style with a big turnout.

More information:

<http://www.storm.ca/~moparman/kanatacruise.shtml>

or

<http://www.kanatacruise.ca>



Triumph South Africa

International Flavour

Hi, I wanted to get in touch when I was in Canada (Ottawa) visiting family. Things got a "little hectic" and I was never able to do so.

I also made a OVTC member extremely annoyed with me - could have fouled the relationship between RSA and Canada forever! A misunderstanding about the fitting of a tranny to a red TR3A, which now sports an overdrive. I apologised, but it will take time for feelings to regain normality. I really am sorry.

If you (the Club) would like me to send over snippets from the Triumph world in South Africa I would be only too happy to do so. If such news would be of limited or little interest - please just so say so - no hard feelings.

The Pretoria Club, of which I am the member in charge of trying to get the Spitfires off their collective butts at least once a month, would be interested to hear what "you-all" are up to. An occasional snippet (or more) of news would be most welcome.



Happy motoring
Colin Richter



Oil Drips

OVTC Members Submissions

Finally, on the road again

It was a wonderful, warm, sunny Day in August when we took our Spit down to Brighton, Ontario, for our very own, 'drive by the lake' cruise.

My knee surgery had prevented me from driving my Spitfire all year but the operated knee is feeling somewhat better and we decided that the Spit would join us for a few days vacation on Lake Ontario.

We towed the Triumph south because we had made plans to camp at Presqui'le Provincial Park and the van would come in handy as our camper. .

Nothing is as nice as driving the shady, tree-lined roads of Prince Edward County.

Wilf always has to check out every dead end road in the hope to find a nice, quiet spot by the lakeshore. And, again, he found a remote pebble beach where we parked the car and had a quiet lunch by the water.

From there we drove through wine country to Wellington, one of my favourite places in the area. I also love it for the good boating opportunities and the swimming in the sandy bay is a lot of fun.

The Spit ran beautifully and it was a real treat to drive it again.

Hope you all had a wonderful summer.

Liv Haasper

Cheers

Liv Haasper

North American Spitfire Squadron member # 90

67 Mk3 Spitfire, 70 GT6+

Ottawa Valley Triumph Club

Web site:

<http://www3.sympatico.ca/wilivhaasper/index.htm>

<http://picasaweb.google.com/fireflyrocks>



Classic Air Rallye

Photos by Roly Mailloux, words by Pat Mills

It was a beautiful day for a car show, thick clouds and high humidity had given way to scattered clouds and bright blue sky, what a beautiful day for an air show. Both were put together at the Canadian Aviation Museum on Sunday, August 26. Brian and I arrived early and entered the grounds at no charge. We were there to show our car. Roly joined us a little later. He had had to give the red head a bath before she could be shown. At 11 a.m. the three of us paid \$2.00 each to take a tour of the storage facility which contains air craft waiting to someday be restored. As we exited the building the CAF Sky Hawks were descending to earth under bright red and white canopies trailing large Canadian flags. O Canada played on the sound system. Out on the tarmac many air craft attending the 2007 Classic Air Rallye were being prepared to take to the air. The Vintage Wings of Canada Collection was warming up their P-51 Mustang, 1945 Supermarine MK XVI Spitfire and Beaver.

On the grass the Swords And Ploughshares Museum had set up a military encampment complete with tents, an assortment of trucks and anti air craft guns. General Douglas Macarthur, complete with pipe and swagger stick, was seen rallying the troops. During the day three military jeeps with soldiers, machine guns at the ready, drove out of the WWII movie set to do maneuvers on the tarmac. Not far away the two red Triumphs attracted a lot of attention. They were framed by a gold Porsche, and two brightly coloured Nash Metropolitan. Behind was a pair of XK120 Jags while in front were 30 to 40 antique motorcycles including a 1966 TR6 Triumph. Also on display was an XKE, MG TD, bug-eye Sprite, Auburn and 1929 Franklin just to name a few.

This event must be on next year's calendar as a club event. There is something for everyone to enjoy.



Classic Air Rallye

Photos by Pat Mills



Hazeldean British Invasion

August 28th 2007



Hazeldean British Invasion

August 28th 2007





Oh, a car lovers dream. Honey, I'm changing a few things on the wedding registry if you don't mind!

The Car

By Jill Edwards

Locked in the deep recesses of the family database were memories of the time when the family was in the business of building cars. From about 1910 to 1924, the Job Day & Sons Company founded by my great grandfather and his two brothers was indeed in the car manufacturing business and built cars under the Day-Leeds brand name. However, the mass production car companies, Morris and Ford quickly spelled the demise of Job Day & Sons and the family moved onto other endeavors and The Car became but a distant memory. That is, until 1995, when an article appeared in a British motor magazine describing the Day-Leeds car along with pictures of a complete vintage 1914 car now owned by someone in, of all places, Tasmania!

Fast forward to late 2002 and Steve & I had decided to finally visit some good friends in Australia after being badgered by them for the last 20 years to come visit them. Why don't we add Tasmania to the itinerary and see the car? Easier said than done! All we had was the 1995 magazine article and Tasmania; Google to the rescue. "Vintage Cars in Tasmania" located a car museum and an e-mail address. Dear Sirs, we are looking for the owner of a Day-Leeds car in Tasmania, can you help us? Yes we can, came the reply!! Further e-mails followed and the owner of the car agreed to let us see The Car while we were in Tasmania in April 2003.

We awoke early on April 17, 2003, anticipating the drive from Hobart to Launceston to meet with Andrew and finally see the Day-Leeds car. We arrived at Andrew's house at the appointed time and he greeted us with a follow me. We followed him to a garage at the back of his house and there in all its splendor was The Car. You can't imagine how thrilled I was when Andrew offered to take me for a ride. Will it start I thought, but yes it did and sang like a sewing machine, no banger this! A short ride up and down the hills of Launceston convinced me that they really knew how to build cars in those days!



Jill at the wheel of a 1914 Day-Leeds

It is truly amazing that this car exists. It is the only one that ever went to Australia, in response to a tender from the Australian Post Office for a light delivery vehicle. The car was in competition with cars from Singer and Morris Garages and won! Unfortunately, WW1 intervened and the expected business never materialized. Who knows, if not for that, I might be a car heiress!!

Andrew could only spend an hour with us and Steve & I felt a tinge of regret as he put the car away. On the drive back to Hobart and the continuation of our Australian vacation we reflected on the fact that the car is in good hands and will be there whenever we or other members of my family want to see it.

Shared Knowledge

OVTC Members Reviews

Book Review

How to Improve Triumph TR7, TR7-V8 & TR8

By David Huddleson, Manotick, Ontario, Canada

There have been many books published over the years documenting the history of the TR7 and TR8, and more recently there have been “restoration” books showing how to cut out those rusty bits. However, something that many of us have yearned for, has finally arrived. Veloce Publishing has released in the spring of 2007, a book from Roger Williams, titled “How to Improve Triumph TR7, TR7 & TR8”. Here we finally have an organised and comprehensive guide to satisfy those of us who want more from our wedge cars.

Roger has delved deep into the knowledge and skills of many Triumph TR7 and TR8 specialists world-wide, and with all this information he has then explained in detail how to improve many facets of these vehicles, from engine performance, to braking and handling, wheels and tires, carburetion and fuel injection, and much more. What is impressive to me is Roger’s effort to consider different communities of wedge “improvers”. He is considerate to owners of bone-stock original cars who do not want to alter their vehicles, at least not in ways that are not reversible. Roger does press the point of safety, especially where technology has jumped ahead of what our cars were engineered with back in the 70’s. As I started to say, each chapter and topic that Roger covers, does take into account different aspects of improvement. Roger addresses the improvements to what he terms “Fast Road cars”, “Ultra-fast Road cars” and “Competitive cars”. In a few of my own words, these are, first, the street cars that may participate in occasional track events such as autocross, but are driven on normal roads all the time. The second class will include highly modified cars that may still be road-worthy but may not be pleasant to drive on a 300-400 mile weekend journey. The investment into this category will be significantly higher, and the originality folks will not likely be included. Finally, the out-and-out competitive category is likely very small, but we all love to watch our cars compete on the track with Corvettes and Mazda RX7’s etc. The investment on these vehicles may be massive, with custom suspension, massive brakes and highly-tuned engines with exotic internal components. But for those of us that can dream, Roger gives enough information to make us want more.

The book has been well thought out, and Roger starts with fundamentals of improving any type of automobile, as there are facets of the TR7 and TR8 that must be improved before adding massive horsepower and road speed ability. Specifically, for our cars, the braking ability has always been considered barely adequate. Roger’s chapter on braking is, to me, fantastically presented. Again, he considers those of us who want, or need to stay with 13” wheels. There are some racing classes that mandate cars to run on wheels of their original size, so racers as well as street cars needed to be considered. This was presented extremely well. And of course, beyond that, Roger whets our appetite with big ventilated brakes and exotic multi-piece racing rotors for those that just have to have them!

I could go on for pages on the aspects of cooling the engines, strengthening the body shell, and engine swaps, but I think I will leave it to you to purchase your own copy of Roger’s new book. Check out Roger’s earlier publications too, such as “How to Power Tune Rover V8 Engines” and “How to Restore Triumph TR7 & 8”. These books are all available through your favourite bookstores, or directly from the publisher in the UK. Veloce Publishing can be found on the Internet at www.veloce.co.uk, or by post at Veloce Publishing Ltd., 33 Trinity Street, Dorchester, Dorset DT1 1TT, England. This current book is “How to Improve Triumph TR7, TR7-V8 & TR8” ISBN 978-1-84584-045-7 or UPC 6-36847-04045-1 with a list price of \$US 59.99 or £29.99

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

TR2 front end \$290.00 or best offer. I am in Kingston at kemrob@kingston.net 613-531-8016 [2]

Custom built V-nosed Aluminium car trailer, loaded, 7x14 box w/ storage cabinet's in nose, diamond plate runway's, tile floor, spare, aluminium wheels. Perfect for British car, low maintenance, easy to park/manoeuvre. \$7,600 613 830-0121 shennessy@rogers.com [2]

FOR SALE. 71 Triumph GT6 Mark 3. Less than 50,000 original miles. All original with absolutely no rust. Comes with wide assortment of both new and used parts (a parts car was disassembled and the parts boxed and/or shelved). Selling to make room for TR3 restoration. No work needed, just turn the key and enjoy. \$9000 Canadian. Please call Mike at 613-258-2901 or email triumph@lincsat.com. [1]

1976 rolling chassis with new inner and outer rockers, floorpans and rear valance installed. All fenders refurbished and in excellent condition. Excellent bonnet. Rust free trunk lid. Rear end intact; front end missing calipers but I can provide another set. Steering rack and a pair of doors included. Car in primer. \$1600.00 photos available upon request.

Also available:

another good IRS frame and some used suspension and rear end parts,

several good doors,

an excellent bonnet/hood,

a VG trunk lid,

a complete windshield with good glass, plus another windshield frame without glass,

a good engine and a four speed transmission

a front and rear bumper,

a pair of front fenders which need work

four VG rims.

a used front valance...rust free.

Phone Adrian Sawyer (aka Tom) 613 258 0234 Kemptville area [1]

FOR SALE-----1976 TR6, 50,687 KM. IN GARAGE STORAGE FOR OVER 20YRS. A GREAT RESTORATION PROJECT. ASKING 1250.00 OR BEST OFFER. CALL ALLAN 613-843 9097 OR allansmedley@rogers.com [1]

1978 Triumph Spitfire. New British racing green paint. Factory hardtop and new convertible top. 123,000 kms. runs and looks great. \$8800. Jeff at 514-239-4709 jeffq@videotron.ca [1]

1976 Triumph TR6 With Factory Overdrive

I have over \$18,000 invested in this car, but will accept \$16,900.

The car is located in Ottawa, Canada. Additional pictures are available at your request.

Please contact Sanjay Shah at (613) 230-6967 or via email sanjaysshah@rogers.com. [1]

Forsale :

1. A - type Overdrive unit

2. Luggage rack - re-chromed and never used

613-830-0121 Shaun Hennessy shennessy@rogers.com [2]

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 CLASSIFIED SECTION

One owner's junk is another's treasure!

1980 Triumph TR7 for sale. 100,000 kms, body and roof in good condition.
Has never seen winter. Exhaust system completely redone last summer. Asking \$7,000
e-mail at josee.augustin@sympatico.ca or call 819-643-1494 (Gatineau) [2]

1975 TR6 - All original - Good Condition - Safety - No Winters - \$7,500.00
Call Julio at 613-727-8113 or email jbenco@rogers.com [0]

1961 TR3 - Good Condition - Safety - No Winters - \$8,500.00
Call Julio at 613-727-8113 or email jbenco@rogers.com [0]

1977 Triumph TR8 PRE - PRODUCTION Coupe with factory cloth moon-roof, V8 and Automatic Transmission
Car from California (originally delivered San Francisco) and has mostly original paint and zero rust.
Paint is 30 years old and is showing its age with some cracking and a few touch-ups over the years.
White exterior with black/green check seats and door panels, new black carpet.
BMHIT production certification document which verifies that the car is a 1977 TR8 built in August 1977
Car drives very smoothly with lots of "GO" and all electrical systems work great . Could possibly include the personalized Ontario license plates "PREPROD8".
Detailed pictures are here: <<http://s173.photobucket.com/albums/w48/ACN1081/>>
Selling for \$7500 Canadian Car is located in Ottawa, Ontario, Canada.
Contact Paul MacDonald at 613-226-2512 or macdonaldp@rogers.com [0]

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OVTC OVERDRIVE PASSWORD

Ottawa Valley Triumph Club

2007

Jan = nosnow
Feb = red
Mar = TR6
Apr = spring
May = Ancaster
June-Aug = summer
Sept = Fly

2006

Jan = red
Feb = baby
Mar = smoke
April = triumph
May = James
June = drive
July = Doc
Aug = Steph
Sept = TR2
Oct = goodwood
Nov = cold
Dec = snow

2005

Jan = yellow
Feb = redtr3
Mar = stag
April = GT6MK3
May = TR7
June = Spitfires
July = Mosport
Aug = ABCD
Sept = TR4
Oct = rain
Nov = fall
Dec = snow

2004

Jan = bonnet
Feb = clutch (not used)
Mar = diff
Apr = kit
May = speed
Jun = RACING
Jul = ignition
Aug = gt6
Sep = octane
Oct = stainless
Nov = cam
Dec = jingle

2003

Dec = peanut

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



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