



# OVERDRIVE



***It's Racing Time***

# OVTC PRESIDENT

Don LeBlanc

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July 2008

Thanks again to Terry Dale for an entertaining talk at our June meeting, and we hope you will join us again at future meetings or on driving events.

Our July 22 meeting was a special event evening. Meeting up at the Manordale Community Centre for 7 pm, a group of us took a short drive and had dinner at the Swan on Rideau, south of Manotick. There was no guest speaker or anything this month – it was purely a social kind of evening with a small amount of club business to discuss. The weather was a bit threatening, but the rain mostly held off and we had a pleasant drive in our cars to a nice country pub.

Please note that our August meeting (Tuesday August 26) will again be a special event evening. As our regular meeting day coincides with the planned British invasion of the Hazeldean Mall cruise night, we will not have a regular meeting but just go to the Hazeldean Mall instead. Plan to arrive early – 5-5:30 pm if you can do it. We will stay until around 7 pm or so, then go for a short drive and have dinner at a pub someplace. The rest of the details will be published by email shortly, but please plan to attend this – we had almost 60 British cars out last year – and hopefully you will join the others for dinner. This is a great social evening with all of the British clubs participating.

Well – we had a beautiful day this year at the Ottawa All British Car Day on July 12. We haven't had weather like that for the ABCD since 2005, and the fantastic turnout of cars and visitors was I'm sure helped by the great conditions. A short article and some photos are in this month's newsletter. Many more photos will be posted on the [www.britishcarday.ca](http://www.britishcarday.ca) website in a few days.

Sid has been making some progress on planning the Watkins Glen trip for September, and there are some additional details on it elsewhere in the newsletter. We need to firm up our plans for this ASAP if we're going to stand any chance of being near each other when we're camping.

We received an article from Peter Johnston, who you will remember visited us from France last October with his wife Clementine. While we were at the ABCD, he was at Lemans. Read his article and see the pictures.

For those who aren't going to the Boot 'n Bonnet show in Kingston on August 17, an alternate event to consider is the charity event for the Canadian Guide Dogs for the Blind. This event has received support from the British car community for several years. Event participation is being organized by Alan Graves of the Jaguar club, so if you think you will be able to attend this, please contact Alan directly at [afgraves@rogers.com](mailto:afgraves@rogers.com).

I am still hoping we can put a few more OVTC driving events into our calendar this year, and we are asking for some volunteers to step forward who are interested in taking a leading role in organizing a single event. We all have our favourite roads or little drives we take in our cars to unwind. I ask you to please contact our events coordinator, Louis Boucher ([louisboucher@videotron.ca](mailto:louisboucher@videotron.ca)), to work with him to put something together.

Cheers,  
Don

OVERDRIVE [www.ovtc.net](http://www.ovtc.net) ©2008



# All British Car Day - July 12th 2008

**Don LeBlanc**

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Finally – we needed a good day for this event and we had one. We hadn't had a show on a sunny day or even a day without rain since 2005, and were long overdue for it.

With the expectation of good weather for the entire day, participation was excellent. We had 170 cars spread across the show field. With the different parking format used this year, things were a bit more centralized around the main area, which hopefully made it better for people to get around and see the cars.

At the end of last year, we bid a fond farewell to Julian Evans, Deputy High Commissioner from the British High Commission, who participated in the first three Ottawa All British Car Days. He was re-assigned to another posting last fall and was no longer in Ottawa. Our new representative is Euan Wallace, First Secretary at the British High Commission. Euan is a real car enthusiast, and has owned a Spitfire and an MGB in his past. He came and spent several hours wandering about the park, enjoying himself immensely talking with the owners and selecting a vehicle to receive the Commissioner's Prize award. That went this year to Dragan Popovic and his Aston Martin. Congratulations, Dragan.

The Land-Rover club put on a brief demonstration of something called a Twist-Off, showing us that these really are off-road vehicles. The vehicle climbs a steeply sloped ramp with the front wheel on one side of the vehicle going up the ramp and the front wheel on the other side remaining on the ground – the objective is to generate the maximum extension of the suspension. It is done competitively at Land-Rover events – but was done as a demonstration here. Just try doing that in a Triumph!

We had some new vendors participating this year, and some old friends came back who have supported us every year. We received a lot of support from our sponsors again this year to offer a great collection of door prizes and gift bags for everyone. Grand prize was an \$800 set of Sumitomo tires from TireTrends, which was won by Paul Bujold from Laval. Even the food seemed better than it has in the past. We've been learning how to improve that each year, and the combination of the BBQ and the Land-Rover mobile kitchen really seemed to work.

Photos from the show will be on the website very soon – [www.britishcarday.ca](http://www.britishcarday.ca)

Truly this was our best and biggest show effort yet, and very encouraging to see the continued support and enthusiasm from the local clubs and more and more participants attending from out of town.

Thank you to all the volunteers who helped at the ABCD this year and to the organizing team who put things together to make it happen. This is a multi-club effort and the results showed what we can do with that cooperation.

To everyone who came out, I hope you enjoyed the show this year and hope to see you at it next year. If you have suggestions for changes to the show or comments about it, please feel free to contact me at [info@britishcarday.ca](mailto:info@britishcarday.ca).

I'm even happy to receive positive comments once in a while, too.

*André's photos from ABCD <http://www.gt6.ca/08/0712/index.html>*



# **OVTC PRESIDENT**

**Don LeBlanc**

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## *Need a volunteer to organize the run to Kingston – August 17*

The Boot 'n Bonnet Club British Car Day event is approaching rapidly, and will be held on Sunday August 17.

If the weather is good, this is a great event for us to participate in coming from Ottawa – a nice driving distance to get there, a really nice venue in the park and lots of great cars.

We need someone to step forward willing to organize an OVTC group to drive to Kingston and participate in the show. I know we always have several people who do attend this event, and we've done the drive together in the past, but I won't be able to organize it this year due to another commitment.

So – who is willing to take the lead and coordinate this? It's not a big thing to do- pick a meeting spot and a meeting time, plan which of the several nice routes to Kingston the drive will take, and try to get an idea of how many people are attending so you know if there are stragglers – then take the lead and off you go.

Any takers? Please let Louis Boucher or myself know if you can do it.

## *Update on Robin & Ria Searle*

Here is a brief update on Robin and Ria Searle of the Toronto Triumph Club after their terrible accident in their TR3 north of Toronto on May 25, returning from the TTC Spring Fling event.

Both were finally discharged from the hospital and are back at home now, after more than 7 weeks. Robin is walking but says he still has a bit of a wobble and is deaf in his left ear, and wearing a body brace covering his entire torso from the neck down.

Looking at the car, he says it is a miracle they survived. The car is two feet shorter at each end. He remains optimistic, and says that even though his TR3 days are over, he is still thinking Triumph again for the future – maybe a Stag. Now that's spirit!

All of us continue to keep them in our thoughts and wish them a speedy and complete recovery.

The original accident was a hit and run, but I've not seen or heard anything about that driver being identified or apprehended. Has anyone else heard anything more about that?

# Watkin's Glen - Sept 5th - 7th 2008

Sid Woznica

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The US Vintage Grand Prix is taking place at Watkin's Glen (NY), from Friday Sept. 5th to Sunday Sept. 7th. We are hoping to have a large contingent from the club at this year's races. So far we have 10 members (plus spouses) and ten cars (some trailered, some on their own steam) committed to attend. We expect to be in good company as the featured marquee this year is Triumph. This is also the 60th anniversary of racing at the Glen.

I will be organizing arrangements for the trip down to the Glen if there interest in a group "convoy", and for disseminating any info including accommodations.

At this time all reserved camping spots at the Watkins Glen Racetrack are booked, but there is (and likely will be) plenty of spots available in the unreserved areas. It is "first come first served" when you arrive. General admission camping is \$50 for the weekend (includes 2 vehicles). Please note that there are no hookups of any sort at the camping site.

Just outside the town of Watkins Glen, beside Lake Seneca, is the Watkins Glen W.W. CLUTE MEMORIAL PARK and Campground. It features full hookups (water, hydro and sewer) for \$37/night and tent spots at \$25/night. A few club members (Mike Graham, Bob Thomas) have already reserved spots there. You can get further details at: [watkinsglen.us/.parks.htm](http://watkinsglen.us/.parks.htm)

In addition, there is the Watkins Glen State Park, about two miles west of Watkins Glen. In addition to offering more campsites, more shade and more scenery, it also has full trailer and tent facilities, including showers. Tent site go for \$16/night and full hookup for trailers is \$28/night. So far Tim Dyer and Gord Robertson (as well as 4 of his Jag/Alfa/Porsche friends) have opted for the State Park. Reservation information for the State Park can be accesses at:

<http://newyorkstateparks.reserveamerica.com/Camping/Watkins%20Glen%20State%20Park/r/campground-Details.do?subTabIndex=campDetail&contractCode=NY&parkId=254>

There are also scores of hotels/inns/motels/bed & breakfasts within a 20 minute drive from the track. Just click on the link below and check out the lists under Watkins Glen for each category (Lisa and I will probably "wuss-out" at one of those for the weekend).

<http://www.fingerlakes.org/accommodations.htm> If you are even mildly considering attending for the first time, I encourage you to consider it. For anyone interested in vintage sports cars/race cars and racing, being there is like being a kid let loose in the biggest and best candy store.

In addition, for those contemplating bringing along a spouse who is a less enthusiastic aficionado of gasoline fumes and high decibels, a trip to the Glen offers the beauty of the Finger Lakes district, more wineries along the way than you can shake a vine at, and opportunities for unlimited consumerism at the local malls.

If you are considering attending, or wish more information, please send an email to [sid.woznica@servicecanada.gc.ca](mailto:sid.woznica@servicecanada.gc.ca). I would appreciate hearing from you as soon as possible, as I would like to include you in any planning for the group. Hope to see you there.



# Oil Drips

## OVTC Members Submissions

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Peter Johnston at the Classic LeMans

The following article was sent to us by Peter Johnston from the Triumph Club in France, who visited us here in Ottawa last October with his wife, Clementine, while they were on holidays in Canada. It is reprinted here with permission from Peter.

THERE'S NO SUCH FOOL AS AN OLD FOOL !

Written by: Peter Johnston

For the fourth time I decided to attend the "Classic le Mans." Held every two years this event assembles old car nutters from around the world, and presents a series of races throughout the day and night of cars from the period 1923 - 1979. The only constraint seems to be that a car of the same manufacturer must have competed in one of the Le Mans 24 Hour races, at some time or another.

The variety of cars on the track is only surpassed by those in the spectator's parking areas. On the track, this year were, amongst others which took my breath away, the marques Bugatti, Aston-Martin (pre and post war), BMW 328, Mercedes-Benz 330SL, Jaguar C and D Types, more Ferrari products than you could wish to meet and the fabulous Ford GT40s. Then beside these were a little Simca 8 pre-war saloon (sedan), a brutal Cadillac from the early '50s, still in its Pan-America race colours, a Saab 93 three cylinder two stroke, which brought back happy memories of summer 1958 when I worked at the Saab plant in Trollhättan, Sweden and the 93 was the current model. In the car parks the menu was the same - the portions larger with well over 200 Triumph models just in the Club parks. Similar numbers of other English sports cars, Morgans, MG and of course, Austin-Healeys. Even pre-war Rileys, Wolseley Hornets and Singer Le Mans models had their own spaces in full view of the 80,000 visitors, each of these marques exhibiting about 10 cars.

This year the icing on the cake, for many of us, was the possibility to do a couple of laps of the 13,6 kilometre (8,4 mile) circuit. For the first time I took advantage of this offer, and received my card for an 8-30 am start.

For the fourth time (undoubtedly the last !) I decided to take my tent and camp close to the "Flying Banana." I set up camp, inflated the mattress laid out my original 1956 sleeping bag "Original C.O.M.F.Y. Seattle Quilt Manufacturing Co Inc," and after sharing food and wine with the guy in the tent next door settled in for the night. The noise of cars practising in the night is one thing, (the sound of the Cadillac powered Allard resembles a P47 Thunderbolt ; as my Mother would have said 65 years back, "at least it's one of ours !"), but towards 1 am the mattress was completely deflated and I started to make intimate bodily contact with the numerous stones beneath the tent ground sheet. AT 6 am it became too much so up we get to find nowhere open for a coffee and had to make do with a hard boiled egg instead. (Steadies the old tummy in times of stress, n'est-ce pas ?)

My passenger for the ride was Trevor Gilks. Any Triumph fans could do well by looking at page 21 of Roger Williams's book "How to Improve Triumph TR2-4A" to see what he can do to improve (?) the bodywork of a rally TR3A. For those of a sensitive nature, or more likely, no desire to access such narrow minded anorak publications, I'll just say that he left little more of it than the roll-cage intact. It was to our mutual satisfaction that he decided I drive. He turned out to be the coolest passenger I've ever known.

# Oil Drips

## OVTC Members Submissions

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At 8-30 we rolled out of the assembly point along with 200 others, think of a make of sports car and it was probably there. Going up the hill past the stands I didn't like what I saw in front - a mêlée of cars going slowly all over the place so I went faster, overtook several, arrived at the Dunlop chicane to find the road practically blocked, using skills honed around the "Place de l'Etoile," Paris, on Friday evenings in the sixties, I found a gap on the inside, overtook a few more, then more at Tertre Rouge to find myself in third position behind the pace car who was stuck on 30 mph !

In front of me was a Healey Silverstone, weaving from one side of the track to the other, taking photos of what was behind, on my left an AC Aceca obviously NOT appreciating my presence. After all this was a "promenade, dear chap and not a damn' race !"

Just when I was becoming a little disenchanted, the pace car (some version of a modern BMW, they were after all the principal sponsors of the event) put his hoof to the floor and we were off !

My two neighbours continued their 'promenade,' the pace-car and I went motoring. You won't believe it, guys, but we were alone until the second lap (see pictures of stands and Dunlop Bridge and an empty track). Then it started. At Tertre Rouge the Aston from the latest James Bond film went past in a businesslike manner. Going up the long straight towards Mulsanne an unsynchronised scream in my right ear announced the imminent overtaking manoeuvre of two Ferraris ; towards Indianapolis the unmistakable sound of aluminium plates being chewed up in a kitchen mixer heralded the approach of a pair of air cooled Porsches. One of these was surprised (irritated ?) when I got past him on the inside at Arnage, but graciously permitted me to be in front for all of 50 metres. I still hadn't had my breakfast coffee and Rice Krispies, so the physical and mental effort started to get on top of me, consequently having matched a TR6 metre for metre up towards and through the first part of the Porsche Esses, he then got past me.

We crossed the line in 6th position of the unofficial race within the very official 'promenade,' but, according to my reckoning, we were first in the unofficial 'Four Cylinder Class !'



# Rattling Exhaust

## Giggles & Jiggles

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Oil change instructions for women:

- 1) Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.
- 2) Drink a cup of coffee
- 3) 15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent: Oil Change: \$20.00 + Coffee: \$1.00 Total: \$21.00

Oil Change instructions for Men:

- 1) Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a check for \$50.00.
- 2) Stop by 7/11 and buy a case of beer, write a check for \$20, drive home.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under kid's pedal car.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil: splash hot oil on you in process. Cuss.
- 12) Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
- 13) Have another beer while watching oil drain.
- 14) Spend 30 minutes looking for oil filter wrench.
- 15) Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
- 16) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
- 17) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 18) Dump first quart of fresh oil into engine.
- 19) Remember drain plug from step 11.
- 20) Hurry to find drain plug in drain pan.
- 21) Drink beer.
- 22) Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 23) Get drain plug back in with only a minor spill. Drink beer.
- 24) Crawl under car getting kitty litter into o eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame .
- 25) Begin cussing fit.
- 26) Throw stupid crescent wrench.
- 27) Cuss for additional 5 minutes because wrench hit bowling trophy.
- 28) Beer.
- 29) Clean up hands and bandage as required to stop blood flow
- 30) Beer.
- 31) Dump in five fresh quarts of oil.
- 32) Beer.
- 33) Lower car from jack stands.
- 34) Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
- 35) Beer.
- 36) Test drive car.
- 37) Get pulled over: arrested for driving under the influence.
- 38) Car gets impounded.
- 39) Call loving wife, make bail.
- 40) 12 hours later, get car from impound yard.

Money spent: Parts: \$50.00 + DUI: \$2500.00 + Impound fee: \$75.00 + Bail: \$1500.00

Beer: \$20.00 Total: \$4,145.00 But you know the job was done right!



# OVTC NEWS & EVENTS

Keeping our members informed

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The CNIB Guide Dogs Strawberry Social which was to take place on Sunday, July 20 has been postponed to August 17. It is now being called a British Tea. August 17 is a busy day with the All British Car Day in Kingston, Upper Canada Village Car Show and Kemptville Field of Dreams Car Show.

The Cheshire Cat Garlic Festival Car Show is being held on Saturday, August 9 from 1:30 to 4 p.m.

Sunday, August 17	All British Car Day, Kingston City Park, Kingston, Ontario <a href="http://www.britishcarenthusiast.com/BNB/">www.britishcarenthusiast.com/BNB/</a>
Tuesday, August 26 Night	OVTC Meeting - British Invasion @ Hazeldean Mall Cruise
Friday September 5 to Sunday September 7 This year's marquee – Triumph	Watkins Glen - Vintage Grand Prix Racing
Saturday, September 6	Russell Fair Car Show, Russell, Ontario
Thursday, September 18 to Sunday, September 21	British Invasion, Stowe, Vermont <a href="http://www.britishinvasion.com">www.britishinvasion.com</a>
Sunday, September 21 a.m. – 3 p.m.	Toronto Triumph Club's Bronte Creek British Car Day 10  <a href="http://www.torontotriumph.com">www.torontotriumph.com</a>
Tuesday, September 23 TBA	OVTC Meeting – clubhouse OVTC Club Drive
Tuesday, October 28 TBA	OVTC Meeting elections Fall Colours Run
Tuesday, November 25	OVTC meeting – clubhouse
December TBA	Christmas Party

07/05/23 events marked with \* are not yet confirmed

Interesting Summer Events for 2008 (Compiled by Pat Mills, thanks Pat)

From Pat Mills

Cruise nights are a great way to promote our club and make others aware of the Ottawa Valley Triumph Club. Please note that the Wednesday night Place D'Orleans Cruise Night has been moved to the Rideau Carleton Raceway. For Mark and anyone else living in the far east end the Hawkesbury Cruise Night is every Tuesday night beginning May 27 and continuing to Sept. 16.

# OVTC NEWS & EVENTS

Keeping our members informed

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Cruise Nights 2008

Monday Nights Manotick Cruise Night beginning June 2

Village Perks – LCBO Mall

Tuesday Nights Kanata Cruise Night beginning May 6 Hazeldean Mall

Wednesday Nights Rideau Carleton Raceway beginning May 7

4837 Albion Road

Gatineau Cruise Night beginning May 7

960 Maloney Bl. Gatineau QC.

Friday Nights Kemptville Cruise Night

Kemptville Food Basics Hwy #43 6-9 p.m. beginning May 9

Saturday Nights Monkey Joe's Cruise Show May 24, June 21, July 19, Aug. 23, Sept. 28 Carling Ave.

Sunday nights at The Boston Pizza 2980 Conroy Road at Walkley. 5 pm till dusk beginning May 22 to Sept.

# 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@gt6.ca](mailto:andre@gt6.ca)

1972 TR6 Body restored & painted Carmine Red in 2005. New parts since '05 include rear brakes, hand brake cables, coil over front shocks, clutch slave cylinder, battery, alternator, exhaust system, tie rod ends, wood steering wheel. Has good redlines, JVD cd/fm, original top. Runs strong, no smoke, always garaged. Will certify, \$15,000 includes \$900 in new parts. Located in Barry's Bay, call Eric evenings, 613-756-2763 or email [canoes@nrtco.net](mailto:canoes@nrtco.net) [2]

To all you TR7 fans,

Terry Needham and his wife are moving to the Toronto area in about 2 weeks. Terry has a bunch of TR7 car parts that he will give away for FREE. Contact him at 613-727-0953. [2]

1969 Triumph GT6 Engine & Chasis - completely rebuilt. Two car bodies also available. Contact [jtbradley@nexicom.net](mailto:jtbradley@nexicom.net) or phone 705-738-1222.

This is a project ready for completion by someone.

There are \$10,000 worth of parts (not including the labour) but am asking \$7500.00 for the lot.

Chasis includes: springs, shocks, differential, driveshaft, transmission - all new or rebuilt

Engine rebuilt, Custom Seats, Interior Carpets, headliners, Seal for around doors,, Triumph Mag Wheels, New Tires

Everything is ready to go but the bodywork - there are two bodies included in the \$7500 asking price. [2]

Forsale 1980, TR7, 113,000 km. Exhaust system brand new, in great condition. Professionally appraised at \$6,000. Asking \$4,500 Contact [josee.augustin@sympatico.ca](mailto:josee.augustin@sympatico.ca) [1]

Spitfire Parts:

I have a complete 1969 Spitfire with spare engine and many spare parts that I have owned since 1971 and now have decided to part with. I would like to make parts available to your members before sending this car to the scrapyard.

I will give most parts for free. Bill Ferguson, Ottawa [b-j-ferguson@rogers.com](mailto:b-j-ferguson@rogers.com) 613-521-6353 [1]

TR3 Parts:

Custom fit car cover ( moisture resistant + breathable )

10 " Brake Drums ( honed,sand blasted + painted)

NOS Lucas Chrome Headlight Rims ( spilt type )

Lucas lamp units- bulb type

Lucas generator -C40T with pulley + spade connector

Stellings + Hellings style slim line 1/14 inch chrome air cleaner

Sun Visors with re-chromed brackets

Link Rod -after market-eliminates wear point`s on TR rod

[shennessy@rogers.com](mailto:shennessy@rogers.com) / 613 830-0121 ask for Shaun [1]

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!**

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For Sale: 1982 Triumph TR-8

The attached photos show some details which are explained below:

.... dent in front right fender,see foto

....tear in soft top, see foto

.... I want to mention: electric rad fan clutch is ceased,fan always runs

....trunk lid lift strutt is lame,lid does not stay open

( its like a small hydraulic piston, I am sure one can be found )

....Car has never been driven in snow, a few times in rain ( no choice) ,always stored under a blanket in my garage, jacked up on post every winter.

I am asking Can \$ 10900.-, as is. Regards, Rene rwegmann@hotmail.com [0]

For Sale: TR6 Parts

I have just returned from an acquaintences barn with a truck load of used TR6 parts, some nice and others not so nice. Here's a partial list that some of your club members might like for their restorations.

Good engine with head \$400.00. Good rust-free bonnet \$150.00, Good trunk lid \$75.00, reasonable front fenders \$100.00, excellent drivers door \$150.00, transmission bell housing \$60.00, trailing arms with drums attached \$75.00, driveshaft \$50.00, reasonable seats \$75.00 each. There are also flywheels and an assortment of other items yet to be sorted out. Adrian adriansawyer@cogeco.ca [0]

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unless you request an extension.

# OVTC OVERDRIVE PASSWORD

Ottawa Valley Triumph Club

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2008

Issue 003 = lemans  
Issue 002 = hot  
Issue 001 = back

2007

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

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

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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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