



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club
August 2011



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Mosport 2011 Review

Don Leblanc and Tim Dyer have both written articles about their weekends at the Mosport vintage races. See pages 6 & 8.

NEXT EVENT

OVTC Meeting and BBQ (see page 5)

Aug. 23, 2011

Kars Airport – Kars, ON

PRESIDENT'S MESSAGE

By Don Leblanc

In keeping with trying to do fun and unusual things during the summer months, our upcoming August 23 meeting will be another special event. We are going to hold a club BBQ at the Kars airport. Car parking is not a problem there, but you will need to bring your own chairs. In terms of facilities, there is an outside toilet but no electricity or running water. For the BBQ, we will be cooking hamburgers and veggie burgers. We will also provide water and soft drinks. People can arrive at the airport anytime after about 4:30 pm. We will start cooking food about 7:00 pm or so. Directions to get to the airport are elsewhere in the newsletter. To make the event really memorable, Peter

Whitworth is also offering to take people up for a short flight in his 1946 Aeronca Champ. Peter is planning to get there around mid-afternoon and is prepared to fly people anytime between 4 pm and dusk. We will be creating a list of people interested in going for the flight, so please let me know as soon as you can if you're interested so we can get you on the list. I think he will be able to take a maximum of 9 or 10 people in total through the course of the afternoon and evening. If you're interested though, I do suggest you plan on arriving on the earlier side (say between 4:30 and 7:00), as he can take only one person at a time, so there is no way everyone can get on if everyone arrives at 7 pm and wants to go flying. Please note also, that Peter has no passenger insurance, so he wants to make it very clear that you are taking the flight at your own risk. This event is somewhat weather dependent. If there is a brief shower, we can just shelter in the hanger, but if it is pouring rain that day, we will have to forgo the event at the airport and we will go to PJ Quigley's instead for supper.



We had a fun meeting at the Ashton Mill Pub last month. The food and beer were very good. We even had the privilege of meeting the brewmaster Lorne Hart, as he was there that evening, and came over to say hello and meet everyone at each table. They clearly have a winner on their hands with the brew pub at Ashton.

July was a big month, with both the Ottawa All British Car Day and the Canadian Classic happening the same weekend and the TriuMGee a week later. We were very lucky this year with good weather at the car show, lots of vendors, and a record attendance of nearly 200 cars, with some really unique cars like that Jensen Interceptor that drew a lot of attention. Thank you to all the volunteers who helped out, and to those who offered but may not have been called upon this year. We really appreciate your efforts in making this annual event the success it has become.

The Manordale Community Centre folks have asked for our help in setting up some tables and things for their annual Corn Roast and BBQ on Saturday September 10. They have asked if we could get 4 to 6 people to help them that Saturday morning, around 11:00 or so. The main tasks would be set up of tents and tables and chairs in the rink area. I've said it before, but repeat it periodically – we do get usage of the Manordale Community Centre building for free – the amalgamated city of Ottawa charges for use of facilities like that, but Manordale use a grandfather clause to allow us to continue using it, but do call upon us from time to time to help them out a bit. Could anyone interested please send an email to me at president@ovtc.net, so I can confirm we will be helping and give them a list of names?

As usual in the summer months, we have many interesting car shows and driving events coming up in the next few weeks – I will just briefly mention a few of them here :

- Sunday August 21 : The Kingston British Car show. Is there anyone willing to lead a group of OVTC participants to the show? It's a beautiful drive and more fun to go there in a group. Please let me know as soon as you can.

PRESIDENT'S MESSAGE ... continued

By Don Leblanc

- Tuesday August 23 : The OVTC monthly meeting – special event at Kars airport.
- Tuesday August 30 : The annual British Invasion at Hazeldean. Details elsewhere in the newsletter.
- There are many cruise nights and other car related events around the area. There are too many to mention here. Pat has sent out a list of highlights, but you can also check out the www.britishcarday.ca website for a detailed list.

We continue to try to schedule interesting speakers and events for upcoming meetings. I'm always looking for suggestions and other help from club members to come up with new ideas. Please let me know if there is something you would like to see us do in the coming months.

Cheers,
Don

Volunteers Needed for Marc Chappel Memorial Rally - Saturday September 24

By Don Leblanc

We need 2 volunteers please to help out at one of the rally checkpoints on September 24. Don't worry if you've never done this before. The task is straightforward, and training will be provided. All checkpoints will be linked by radio, so you will have ready access to answers if some question does arise during the event.

If you're not planning to drive the rally this year, but are interested in getting involved, this is a great way to be part of the experience. Please consider volunteering!

This call is specifically to identify the volunteers, but everyone should be marking their calendars for this date. I will be asking for participant names in September. There will be a nominal fee to enter, and registration will be limited.

This event is called the Chappel Challenge Multi Club Rally. It is intended as a fun event, with some mild competition involved, but all the roads are paved and no one should ever be exceeding the speed limits to complete the course properly! It is being organized primarily by the Jaguar club, but with participation from several other clubs in the area, including the OVTC. It is being held in memory of Marc Chappel, who was the architect of the last Jaguar rally held in 2008 – Brian and Pat and Janet and I participated in that one, and had a great day – we actually finished second and third respectively. We are expecting a great drive again this year. Marc was one of the key rally organizers back in the 1970s when Canada was on the international rally circuit. He had mapped out the route for this rally before he passed away unexpectedly last year. Only one person from the Jaguar club is familiar with the details of the route and the locations of the checkpoints.

Could anyone interested in volunteering please send an email to me at president@ovtc.net, so I can confirm we will be helping? The OVTC have been asked to provide 2 people to help. If you have questions before signing up, please contact me right away.

EDITOR'S EXHAUST

By Martin Burt

Wow, July sure was a busy month in the OVTC! Those of us involved in the planning for the Canadian Classic spent the first couple of weeks of the month making sure that everything was ready to welcome our guests from the Toronto Triumph Club. Although we had hope for a bit more participation, I think we are all happy with the way things turned out and the 40 or so participants (half OVTC and half TTC) all seemed to enjoy themselves. We finally had a perfect day weather-wise for the ABCD, maybe we should invite the TTC back next year?

A short week later, we had the much postponed TRiuMGee. I was on vacation starting that weekend and for one of the first times since the kids arrived, we coerced my niece and brother to babysit during the day and Tracy and I attended a weekend OVTC event – sans kids- in the TR6. Don`s written about the event elsewhere in the newsletter, but I just wanted to thank Don for what was a really enjoyable day for both of us. It`s not often that my dearly beloved and I find an event that combines my love of driving and competitive nature with her skill at crossword puzzles and competitive nature ☺. I know how much effort Don put into this, and wanted to thank him again for organizing such a fun event.

The following week, I convinced my TR6-owning, non-OVTC member brother and new Spitfire owner friend to attend the club meeting with me at the Ashton Pub. To be honest it wasn`t very difficult as we`ve been fans of the pub since our teenage years. While we loved the ambiance and authentic British pub feel, the one thing we always thought let it down a bit was the beer selection. Well, no more. All 3 of us were ardent supporters of the now defunct Hart Brewery and the news that Lorne Hart was involved in the brewing operation at the pub meant we`d be back for sure. I`m happy to report, it didn`t disappoint and we were happy to chat with Lorne while we were there and reminisce with him about some of the Hart Brewery Christmas parties we used to finagle our way into. Don`t miss the chance to visit the pub again after the Hazeldean Cruise night on Aug. 30th.

Tracy and I wound up our vacation with a day trip in the TR6. With the kids safely ensconced in a day camp, we fired up the car and headed off for a day in Kingston. While the weather was fine back here in Ottawa, we had some rain near the lake and much of the day and the trip home was with the top up. There`s another chance to visit Kingston this weekend, with the Boot`N Bonnet British Car Day taking place this Sunday.

I hope you enjoy this issue of *Overdrive*. If you`ve attended any events this summer, please send along a write-up or some photos.

Cheers,
Martin



Cover Photo: Pat Mills examines the Participant`s Choice 1st and 2nd place TR6`s, owned by David Tushingham of the TTC and Mike and Marjorie Graham of the OVTC, at the Canadian Classic Car show at Britannia Park.

Annual British Invasion of Hazeldean Mall Cruise Night - Tuesday August 30

By Don Leblanc

The Hazeldean British Invasion is this year set for Tuesday, August 30th. The organizers are welcoming us and are looking forward to our friendly invasion since they have received many inquiries as to when we were coming.

They will set aside an area specifically for British cars, but do plan to arrive early as the parking lot fills up quickly and other cars will start to fill in our area if we don't use it. I would suggest you try to arrive as soon after 5:30 pm as you can.

This year we will leave the show between 7:00 and 7:15 pm for a drive to Ashton and the Old Mill which is now offering its own home-brewed beer - by the ex-Hart brewmaster (Lorne Hart) no less!!

Let's see if after the best ABCD on record, we can achieve the best "Invasion" on record. Please have a look at the colour page with more details and directions to Hazeldean put together by Alan Graves of the Jaguar club.

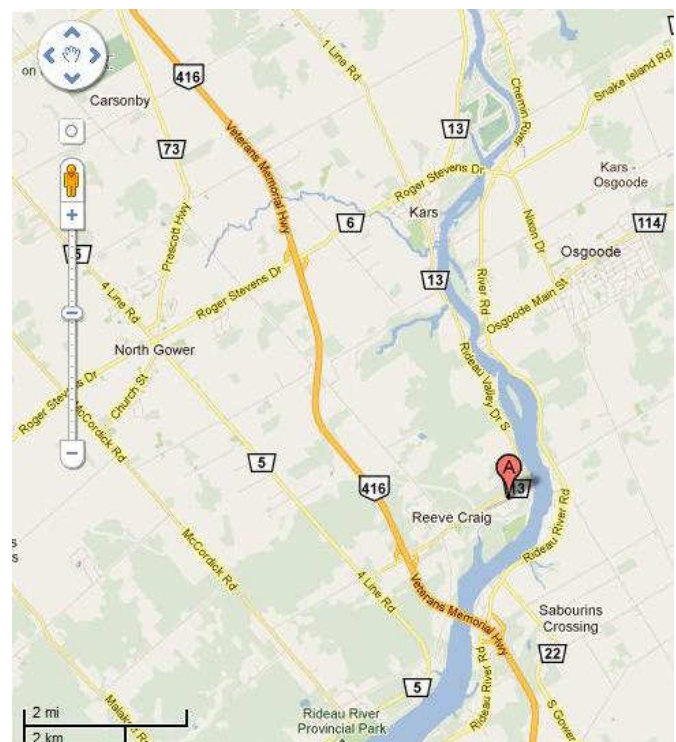
Directions to Kars airport for Tuesday August 23 OVTC meeting and BBQ

By Don Leblanc

The Kars airfield / Rideau Valley Airpark backs onto the Baxter Conservation area. It's on Dilworth Rd (Dilworth exit from 416 and go about 1m east). The airfield is on the south side of Dilworth Road - the last entrance - closest to the 90 deg left bend - to it is the best one to use as it is nearest Peter Whitworth's hangar which is the most easterly on the north side of the field.

The other way to get there is to drive south through Kars village and in about 3 km take the first entrance on the LEFT after going round the 90 right.

(For more information about the suggested arrival times, and the opportunity to go for a short flight with Peter Whitworth in his plane, please see the "President's Message").



MOSPORT 2011

By Don Leblanc

The VARAC weekend at Mosport ran from June 17-19. We were lucky this year with nearly perfect weather for all three days. There was some rain on Friday but it came late in the day and wasn't a big factor in the weekend. The size of the OVTC contingent was down a bit from previous years, but those of us there had lots of fun as usual.

Of course in addition to just being there to watch the great classic vehicles racing on the track, we were there to cheer on our own Andre Rousseau in his second year of racing his Fiat at Mosport. This was a tough weekend for Andre though, and he had some problems which put a damper on things. He had been busy making improvements to his car over the winter, and it ran very well during Friday practice so he was expecting a great weekend of racing. Unfortunately, he spun off in turn 3 during Saturday morning qualifying and hit the tire wall damaging the right side of the car. Despite the great efforts of Stephane St. Amant who was there as his mechanic for the weekend, as well as assistance and advice from some of the other drivers, and even a little bit of help from my friend Peter Simmons and myself to get him back on the track after lunch, the rest of his weekend was mostly about keeping the car together rather than really pushing it to the limits. Andre did manage to race on Saturday afternoon and again on Sunday, but to make things worse for him, the car suffered a drivetrain failure at the start of the final event of the weekend on Sunday afternoon and he was unable to compete in that race. We all wish him luck getting the car back together and look forward to seeing him out there again next year!



One of the great things about Mosport, is that you can wander the paddock and get right up close to the cars and talk to the drivers. Everyone is very friendly and glad to answer questions about their cars. Just try doing that at a Formula 1 race these days! While there is no prize money, and the racing is just for honour and bragging rights, these people put everything they have into driving their cars when they're on the track and the racing is very real and very exciting to watch.

For me personally, the highlight this year was getting out on the track on Sunday for a few parade laps in my own Spitfire. A few years ago, I was a passenger in a TR7 belonging to a friend from the Toronto Triumph Club, but this was my first time bringing my own car there for the weekend and being able to drive the circuit myself. I have always left things too late, and not had enough time to deal with checking over the car trailer and loading the car etc. This year, although I still underestimated how long it would take to do all of that, I stuck with it and was able to tow the car behind the RV on the trailer. Doing so meant I was very late arriving on Thursday evening, and had two very hungry guys waiting for me, as I had the food in the RV. Arriving there after dark is a completely different experience from arriving in the daylight, and without Andre and Stephane's help to park the RV with a trailer attached, I don't know what I would have done. With their help we got it sorted out, and parked in our favourite spot high on the hill on the inside of the track near turn 7. We then had our supper and settled down for the night. Andre camped down next to his car, but Stephane set his tent up next to the RV.

MOSPORT 2011... (cont.)

By Don Leblanc

During the day Friday, others started to arrive and fill in the spots on the hill. Tim Dyer and Jason arrived on Friday evening and camped in their favourite spot on a hill overlooking the infield. It is funny, but the people who come back year after year to Mosport will park in their same favourite spots, so by Friday evening we were surrounded by people we have been seeing once a year for many years. It's like a big reunion. Many of them bring their classic cars to this event and it is fun to be surrounded by so many great vehicles and talk with the proud owners. Of course part of the motivation to bring one's car there is the car show and parade on Sunday!

On Sunday morning, there is a show and shine car show on a small hill inside the track near turn 8. Lots of people come out just for the day and enter their cars in the show. If you are already camping at the track, you can enter your car for free. Around midday, when racing stops so the drivers can eat their lunch, the gate to the track is opened, and vehicles that have participated in the car show are led onto the track behind a pace car for a couple of parade laps. As luck would have it this year, the pace car took off like a bat out of hell, so when we got onto the track, there was almost no one visible on the track. In our efforts to catch up to the group as quickly as we could, Peter and I had the chance to feel in some small way what driving on the Mosport track feels like. It was a thrill! We had a fantastic time going around the circuit 3 times with the group before we had to get off the track to the racing start again for the afternoon. I had a grin on my face that lasted for hours!

This is a great weekend event, very inexpensive, and well within reach of Ottawa for anyone interested in seeing some great vintage racing. I am already looking forward to next year, and the chance to once again experience the thrill of experiencing vintage car racing and taking the Spitfire out for a couple of laps around such a famous track.



Hazeldean Cruise Night Show and Dine –August 30th, 2011



Ottawa’s “British Invasion”

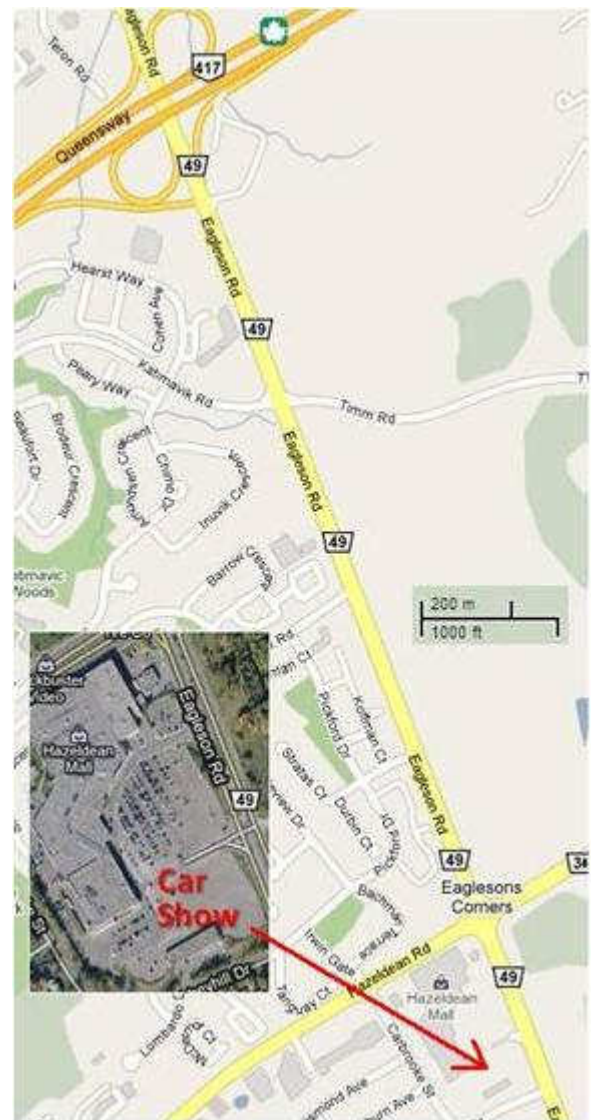
It’s “British Invasion” time again!!! There will be a “British Invasion” of the Hazeldean Cruise Night, similar to previous years, this year on August 30th, combined with a gathering at the Old Mill at Ashton (which now brews its own beer) afterwards. The Hazeldean Cruise Night organizers have again agreed to extend their hospitality to us and to provide us with the space for our “British Invasion”. They have had multiple enquiries as to when we are coming and are looking forward to our participation.

You (and the members of all the other British Car Clubs in Ottawa) are invited to come and join us to show your car in the “British Invasion” zone any time after 5:30 pm on Tuesday, August 30th, at Hazeldean Shopping Center on Eagleson Road, just south of Robertson Road/Hazeldean Road and about 2 km south of the 417 exit on to Eagleson/March Road. We will leave the show around 7:15 for the drive to Ashton, arriving around 7:45.

Over 4 of the last 5 years we have had a great turn out –up to 55 cars. Rain date will be a week later.

Cheers,

Alan F Graves - Event Coordinator - OJC



Mosport 2011

By Tim Dyer

Father's Day weekend is always a special one with us: The annual pilgrimage to Mosport for the VARAC Vintage Racing Festival.

It's more than just racing: For those not really interested in racing, it's a car show where everyone drives their cars from place to place, campsite to campsite, from point-to-point inside and outside the track. It's about camaraderie, friendship and stepping back in time to the way motoring was in a bygone era. It's also incredibly inexpensive: \$35 each at the gate gets you entrance to the motorsports park, spectating at the races, up to four nights' camping, participation in Sunday's car show, a couple of laps of the track, and paddock admission. It's been \$35 for as long as I've been going there (11 years), so I suspect a price rise is imminent. You can also go to the redneck oval racing on Saturday night with the same ticket, if you like turning left only.

This year, we arrived late on Friday night, missing practice during the day on Friday. We usually arrive on Thursday night in order to get maximum value from the tickets. Saturday morning greeted us with the usual qualifying (everyone trying to get the best possible time in order to get the best possible place on the grid for Sunday's racing). All went well and it was a great show of vehicles on the track. The paddock vendors were all set up on Saturday too, with model cars, VARAC clothing, various memorabilia, artwork, books and other "stuff" to keep us entertained. The paddock restaurant was busy handing out "McMosport" burgers and did a fine business for breakfast, too.

Saturday night brings campfires, good food, great company and general car chat while the sounds of big V8's at the redneck track vibrates our beer. When that noise finishes at about midnight, we can all get some sleep.

I find there is nothing nicer than awakening to the sound of a revving vintage racing engine....This is the usual procedure on a morning at the vintage festival. Jason and I also wash the TR (I always bring car wash stuff), head for breakfast at Don's motorhome and then go out to watch the racing at various points around the track. In the small bore category, the minis usually head the bunch, with perhaps a very well-prepared Spridget mixing in with them. There is one particular corner where you get the full delight of minis, four abreast and sideways, all trying to be the first car to the tight Moss Corner hairpin. This same class has Spitfires, smaller Fiats and other small vehicles. The historic sports car classes include TR3's and TR4's, as well as MGA's, MGB's, Fiat 124's, Porsche 356, BMW 2002, Lotus Cortinas, Aston Martins and similar. Other classes include "Wings and Slicks" and "Monoposto" (single seaters).

Unfortunately, we watched fellow OVTC member Andre Rousseau spin off at turn 3 and hit the tyre wall. Still, we were pleasantly surprised to see him back out on the track for his next race. That thin Italian Fiat steel must be stronger than we thought...

An enjoyable part of Sunday morning is the "Field of Dreams" car show, held inside the track. It's usually a well-organised event but, for some reason, was a disorganised shambles this year. Anyway, we all parked there by about 11am, hoping to get our usual one or (if we're lucky) two laps of the track. Racing was running late due to one vehicle leaving oil on the track, so I suspected we might not get out on the track after all. However, later than usual, all the car show participants were ushered out onto the track for our usual blast. There are two basic rules: Do not pass and do not pass the pace car. We all ignore the first rule and no-one can catch the pace car anyway. The first lap was the most rapid one we've had. We were following, and alongside, a pair of MGB's. Don was a few cars behind with his Spitfire, and we were generally held up by an American hot rod that couldn't stay straight on the straights and then went all wobbly in the corners. Towards the end of the first lap, we all came to an abrupt halt. Thus far, it had been a fast lap. There we sat, for a good 10 minutes I would think. Eventually, we

Mosport 2011

By Tim Dyer

pulled away (right before I thought I'd get black flagged for leaving oil on the track). I assumed, as racing was running late, that we'd be ushered off the track but no, a second lap we were granted. Aspects of that were even faster, especially at the tricky Moss Corner. Then, as we approached the exit point, we were waved on for a third lap. What a bonus! Onwards we went, proving to MGB owners that Triumphs can, in fact, make more noise without actually moving any faster. However, we out-braked them and nearly had the courage to slip past. However, it was at a marshalling point and I feared being banned in future. At the end of the third lap, we were duly waved off the track and we emerged smiling and content.

There was a bit of sad news, though: Ted Humphries, our long-time friend, crashed his beautiful Daimler SP250 Dart on some spilled oil from a different car. We hope Ted will be able to rebuild this rarity for the next festival. In addition, a Corvette spun into a section of concrete wall, preventing the driver from getting out of the door. The car then caught fire. An off-duty marshall from Shannonville had the wherewithal to grab an extinguisher and put the fire out, extricating the driver when the ambulance arrived. The driver had suffered smoke and heat inhalation, but was otherwise OK.

Yet another great weekend at the Vintage Racing Festival. We encourage members to come out to this fabulous event, where we step back in time and enjoy life just as it was: When sex was safe, and racing was dangerous.



2011 TRiuMGee Wrap-up

By Don LeBlanc

The long awaited and often rescheduled 2011 TriuMGee was successfully held on Saturday July 23. Although this began a few years ago as a Triumph – MG event, this year we tried to increase the number of participants by inviting the Jaguar club. There was good turnout from the Triumph and MG clubs, but unfortunately we didn't get anyone from the Jaguar club – hopefully they will join us next time! The weather was beautiful and this was a fun day for everyone who was there.

Several people took advantage of the good breakfasts served by the Rideau Family Restaurant and arrived early to have a bite to eat before we set off. We split everyone up into teams, with 2 cars in most of the teams (one team had 3 cars) – and in most cases we had one Triumph and one MG in each team as intended. This is a treasure hunt type of event, where all the cars drive the same route, but within each team, “Car 1” of the team and “Car 2” are asked to collect different clues along the way. This kind of event is best done with a navigator who can help with the instructions and find the clues while the driver concentrates on the road, but we had a few vehicles with only the driver, and they seemed to do pretty well.



I followed along as sweeper, to make sure that everyone made it to the lunch destination at Charleston Lake, and our final stop at the Lock 17 Bistro, near Burritt's Rapids. It had been designed that one should be able to collect the clues without having to get out of their car, and I chuckled watching one person walking all over the place trying to find one particular piece of information – I won't name him, but you know who you are!

Lunch was a picnic stop at Charleston Lake where they have a long picnic table with a roof over it in case of rain. It was suggested that this location would be a nice stop some other time on a drive, maybe for a club BBQ sometime – something we should think about for next year! After lunch we got back on the road and made our way back to the Lock 17 Bistro, where we had some refreshment and the team members put their heads together to solve the crossword puzzle using the clues they had each collected.

The winning team was Martin and Tracy Burt in their TR6, Len Fortin in his MGA, and Paul Beard in his Stag. Congratulations to you.

I think people had as much fun participating in this event, as I had mapping it out and creating the puzzles etc. I look forward to us doing this again next year.

OVTC Events Calendar - 2011

| | | |
|------------------|---------------|--|
| August | 21 | Club drive to Boot'N Bonnet Car Show, Kingston |
| | 23 | Monthly Club meeting – Kars Airport |
| | 30 | Hazeldean Cruise Night British Invasion |
| September | 9 - 11 | Watkin's Glen Vintage Racing |
| | 18 | British Car Day, Bronte Creek, ON |
| | 24 | Chappells Challenge Rally (Interclub with OJC) , Carleton Place, ON |
| | 27 | Monthly Club meeting – Knoxdale Community Centre |
| October | 1 | OVTC Fall Colours Run |
| | TBC | All Clubs Drive to Tremblant |
| | 25 | Monthly Club meeting – Knoxdale Community Centre –Elections |
| November | 22 | Monthly Club meeting – Knoxdale Community Centre |
| December | 13 | OVTC Christmas Party |



Cruise Nights Calendar - 2011

| | | | |
|------------------|---|------------------------------|---|
| Monday | Tay Touring Club, Perth (to Sept. 12) Docksyde, Morrisburg (to Sept. 5) | Thursday | Navan Cruise Night (to Sept. 15) Smith Falls Cruise Night (to Sept. 15) Lincoln Heights (to Sept. 22) Alexandria (to Oct. 6) |
| Tuesday | Hazeldean Mall (to Sept. 20) Hawkesbury (to Sept. 27) Rockland (to Sept. 13) Brockville (to Sept. 20) | Friday | Kemptville Food Basics (to Sept. 30) Good Time Cruisers, Cornwall (to Sept. 23) |
| Wednesday | Rideau-Carleton Raceway (to Sept. 14) Cornwall Olde Car Club (to Oct. 12) AVAO Car Club, Promenade de l'Outaouais (to Sept. 28) | Third Sunday of month | British Car Breakfast at the Broadway Bar and Grill, corner of Prince of Wales and Fisher at 08:30 am |

For more details see http://www.highway43carclub.com/calendar/2011/2011_cruisenight_text.htm

Volunteers Needed for Manordale – Saturday September 10

By Don LeBlanc

We need 4 to 6 volunteers please to help out in the late morning on September 10. People are needed for about one hour that Saturday morning, starting around 11:00 am or so. The main tasks would be the setting up of some tents, tables and chairs in the rink area.

The Manordale Community Centre folks have asked for this help from us to get things ready for their annual Corn Roast and BBQ which happens that weekend. We have done this before to help them, and it really is a simple task that is over before you know it.

I've said it before, but repeat it periodically – we do get usage of the Manordale Community Centre building for free – the amalgamated city of Ottawa charges for use of facilities like that, but Manordale have chosen to use a grandfather clause to allow us to continue using it for free, but do call upon us from time to time to help them out a bit.

Could anyone able to help that day please send me an email at president@ovtc.net, so I can confirm to the Manordale folks that we will be there and give them a list of names?

OVERDRIVE BACK ISSUES

Here are the passwords for back issues of the Overdrive, which can be found on the OVTC website at www.ovtc.net/overdrive.html

2011

Aug = Kars
July = Classic
May = garage
Jan/Mar = Mortimer

2010

September = Redshaw
Summer = flasher
Spring = atlast

2009

Nov/Dec = dinner
Sept/Oct = election
August = hazeldean

July = starter
June = volunteer
May = fling
April = gokart
Winter = 20years

2008

Issue 005 = 1971
Issue 004 = spitfire
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

Thank you to the ABCD volunteers (and a request for some pictures)

By Don LeBlanc

I wanted to say thank you to all the volunteers who helped out at the Ottawa All British Car Day (ABCD) and at the Canadian Classic, as well as to those who offered their help but may not have been called upon this year. There were too many people involved to list them all here. We all really appreciate your efforts in making this annual event the success it has become.

I am asking for people to please send me some of their pictures from the ABCD (including the Classic). I would like to update the ABCD website (www.britishcarday.ca) with some nice photographs of the show. We were very lucky this year with good weather, lots of vendors, and a record attendance of nearly 200 cars, with some really unique cars like that Jensen Interceptor that drew a lot of attention. I have received only a handful of pictures so far, so please send me your photos so we can share them with others on the site.

To make it easier since photographs are usually a bit large to send by email, I've created an FTP site on my corporate server that you can use to send your pictures to me. Please connect via FTP to (www.periden.ca) with the following:

UserID 2011abcd@periden.ca

Password !Photo123\$

I've tested it and it seems to be working, but if you have problems using FTP to place your photos on this site, please send me an email at president@ovtc.net and I will try to sort it out.

Don



AUTOJUMBLE

For sale

Convertible Top Boot in Biscuit

Brand new, Everflex convertible top cover from TRF. Biscuit colour (caramel tan). Never removed from packaging. Asking \$225.

Contact Martin at burt@sympatico.ca [2]

For Sale

71 GT6 for sale in the Carleton Place area.

Tina and Rob Kelly
613-267 7809 [0]

For Sale

1974 Spitfire 1500

In good condition. Upgrades include Weber carb, electronic ignition and a performance 4 into 1 header and exhaust. It's got a new rear spring, new brake master and new Yokohama tires. The top has a few tears and there is a tear in the driver's seat. Other than that the interior panels, carpet, dash etc are in good shape. Car is in Prescott, ON. Asking \$6500 OBO.

Chris & Kim 613-925-5920 [0]

[Note – I've seen the car and it's in nice condition, runs well and would be a good car you could jump in and drive – Martin]

For Sale

1998 Jaguar XJR

121000 KM

Black with Black leather interior

4 litre V8 supercharged engine

\$6500.00 OBO

Car located in Hamilton, Ontario

Call Bill Eckersley @ 613-284-1976 for more info [0]

Submit your free ads to the Overdrive Editor (overdrive@ovtc.net) no later than the 1st of every month.

Ads will run for 3 issues before being deleted, unless you request an extension.

For Sale

Monza Exhaust System Triumph TR250 TR6-1971

This is a Monza Exhaust System for Triumph TR250 and TR6 to 1971 with a single exhaust system. This system starts at about the fire wall and goes all the way to the back of the car and finishes with four chrome tips. It offers a great sound with nice performance gains.



\$225

Call 613-695-0398 [1]



OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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:

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E-mail: membership@ovtc.net

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