

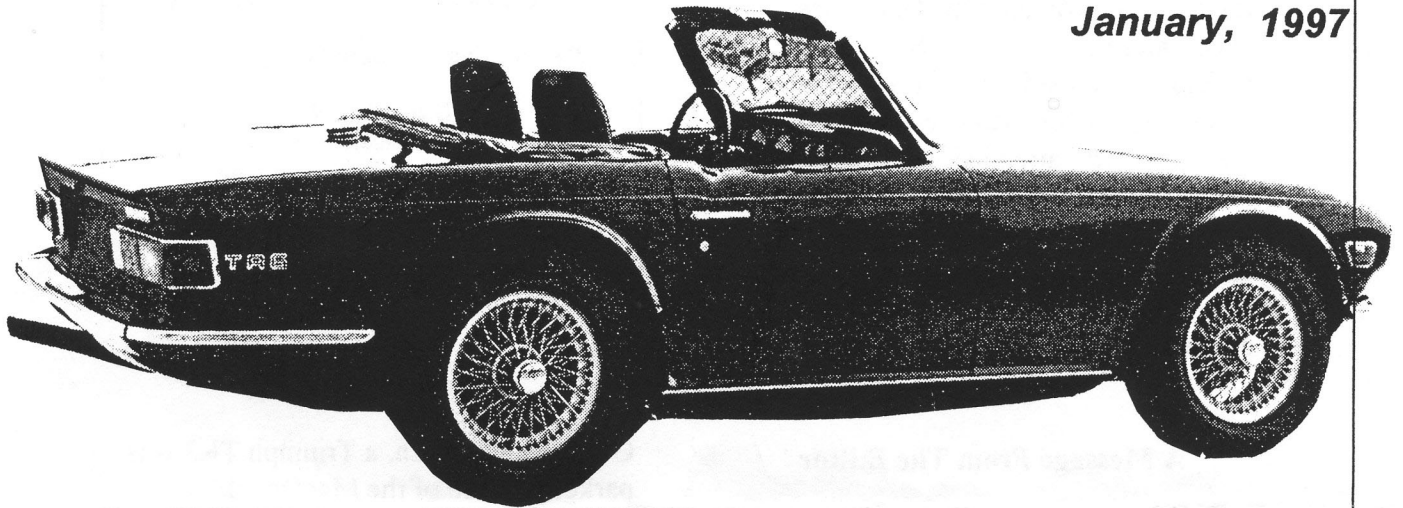


# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

---

January, 1997



*Feature of the Month: TR 6!*

---

**In This Issue:**

- *Christmas party at MacDonalds a fun time!*
- *Last One Out!*
- *January Meeting*
- *Plus much more!!*

### **A Message From the President, John Tierney**

As many of you know the Annual Christmas Party was held in December at Paul and Kathy MacDonald's house. My thanks are extended to our hosts Paul and Kathy for providing the location, the members for providing the good food, the club for providing the Christmas cheer, and Ed and Vivien Kaye for providing the hard work in organizing games and prizes. An excellent time was had by all who attended. In closing, I would like to thank everyone for all the hard work they have contributed to the club over the past year and extend my hopes that 1997 is the best year ever for all our members and their families.

### **A Message From The Editor**

Just a personal note from Vivien and me to wish you all a prosperous and healthy New Year!

### **CHRISTMAS PARTY / MEETING**

First and foremost a great big thank you goes out to our events coordinators, The MacDonald Family for all their time and effort spent to ensure that our party would be the success that it was. A turnout of around fifty people (not counting little ones) enjoyed the festivities. The "Chinese Auction" was a definite hit, with the top prize being a competition steering wheel which ended up with Jeff Patterson. I may have ended up with the booby prize - a jar of nuts!

Plenty of food and drink was available, from snacks and hors-d'oeuvres to chili and salads...mmmm-

good! There are some fantastic cooks in the OVTC. For dessert, a huge birthday cake in honour of our president John Tierney. John, being the well prepared soul that he is, addressed the union to make it all official.

## **Milano Auto Body**

*"Specializing in Frame Straightening"*

75 ABERDEEN STREET  
OTTAWA, ONTARIO K1S 3J5

"Parking for 40 Cars outside and 20 inside"

SARO PANUCCIO

Telephone 238-4165

### **LAST ONE OUT!**

On December 15th, a Triumph TR3 was parked outside of the MacDonald's home, the site of the Christmas party. It was obvious that it was driven there, (no tow truck tracks were in the snow). Congratulations to Juliano and Jane Benco for helping us all find the house by parking out front! Unfortunately, it seemed the Benco's were not the last one out in 1996. It seems that the pristine honour (with no cash value) goes to John and Lori Day! John came by my office on December 19th in their TR6...WAY TO GO GUYS! Oh but wait! Rumour has it that Juliano Benco, not to be outdone by John Day, drove all over the city on December 24th in his TR3. No, not last minute Christmas shopping, but an attempt to be "the last one out", and in search of a photographer to prove it. WOW! Congratulations Juliano! Now, who do you think will be "the first one out" in 1997?

## JANUARY MEETING

Our meeting will be held at the club house at the Manordale Community Centre. The main event(s) will be videos, specifically of Triumphs, what else? These will include our Canadian Classic as well as other events of interest. Thanks in advance to Bob Thomas and Jeff Patterson for supplying these; I'll be bringing along a video projection system, so don't worry about having to crowd around a 13 inch TV! That will be January 27th, 7:30 p.m. - no tire kicking that night.

## FUTURE EVENTS

(John Tierney)

The **February 24, 1997 meeting** details are still to be confirmed. We are hoping to arrange a visit and tour of the Museum of Science and Technology Restoration Shop. Stay tuned to *Overdrive* for more information.

The **annual New Car Show** will be held at the Congress Center at the end of January. The club has been contacted for the purpose of setting up a club display. Final arrangements have yet to be confirmed. This offers good exposure for the club but will require numerous volunteers to staff the display. Details to be finalized and presented at the January 27th meeting.

As mentioned at the Christmas party, the club is planning a new event. The "**First Annual OVTC Spring Fling**". In lieu of a regular meeting in May we are working on having a *kick-off to summer/awakening of the TRs* BBQ. This event will be held on Sunday, May

26th at the home of Teresa and Al Tierney on Mississippi Lake (near Carleton Place). The club will provide a BBQ lunch and cold drinks. Mark the date on your calendar and stay tuned to *Overdrive* for further details.

**Richmond Show - June 1997.** The show has traditionally been an excellent event for generating revenue and getting exposure for the OVTC. The success of this event has always depended on the hard work of volunteers from the club. Let's work together to keep this going. Steve Bourne has already volunteered to help out with the display. Anyone with new ideas or just wanting to help out, please let us know as soon as possible!

## UP AND COMING EVENTS

Some are near, some are far, if you know of any that are of interest, please contribute.

**Jan. 17 - Jan. 26** in Secaucus, New Jersey: 1997 Northern N.J. Auto Show.

**Jan. 29 - Feb. 2** in Ottawa! Dealers New Car Show (see column on left hand side of this page).

**Feb. 20 - Feb. 23** in Zephyrhills, Florida: Winter Antique Car Festival.

## NEW MEMBERS

Welcome to Calvin Goble of Carleton Place who joins us with his restored 1979 TR7. And a big welcome to Al Tierney who is the proud owner of a 1972 TR6, as well as the proud father of our prez. We are all looking forward to getting to know you and seeing your TR's.

## THE MONTHLY FEATURE

**TR6** - Rapid, raw, and raucous. That, in my view, pretty well sums up the model.

Although the TR6 was primarily aimed at the North American market, where nearly 85% of production was sold, it proved to be popular in Britain and the rest of Europe as well. Launched in January 1969, the model was built until July 1976, by which time 91,850 had been delivered - making the TR6 the biggest selling of all TR's.

When it was time for an update from the TR4 model, the factory contacted their designer, Michellotti, only to discover that his studio was tied up with other projects and not available. Unable to wait, the Triumph people sought out Karmann in Germany, who at the time was looking to expand. It took Karmann fourteen months to complete the job, designing a completely new nose and tail yet retaining the "4's" floor, doors, and inner panels. Apart from these design changes, other improvements were interior ergonomic treatments, wider wheels (5 1/2"), anti-sway bar, as well as "matt-black" treatments on previously chromed parts.

The main attraction for this model was its torquey, magnificently smooth six-cylinder engine. It could pull the car up to 120 mph and deliver a 0 - 60 mph in just 8.2 seconds, this for the fuel injected British model. The carbureted "export" version turned a respectable 10.2 seconds.

The TR6 is truly a classic British sports car. The great thing, too, about owning one is the immense popularity of the marque, making parts or obtaining advice about a problem a very short mystery, as there are so many people to

turn to, through clubs or specialists' garages.

Thank you to *Road and Track* for their road test data found on the next page of this newsletter.

On a personal note: my first encounter with a TR6 was way back in '69; as I remember it, myself in my '62 TR4 and my buddy in his '65 TR4 were cruising along Island Park Drive when up in front at a red light sat the first TR6 I would see. I pulled up on one side of him, and my buddy the other! Him and his good looking gal (of course!) didn't know what to make of this. We all smiled as conversation was impossible due to loud exhaust tones, and waited for the light to change. VVRROOOWWWW-off he went with the sweetest tone I think I'd ever heard!

BOLT & NUT SPECIALISTS

**Valley Hardware**

SINCE 1967

DON'T GO **NUTS**  
LOOKING FOR **BOLTS**

65 BENTLEY AVE. • UNIT 2      PHONE: (613) 225-0293  
NEPEAN • ONTARIO K2E 8B4      FAX: (613) 225-6250

• Standard • Metric  
• Stainless • Specials

## MEMORIES OF 1996

Make note of our centerfold in this Newsletter to see what John Day found in the centerfold of his latest issue of "*TR action*". Don Elliot writes a fine article on the Shell 4000 Mile Rally (1996 edition) and does the club well with many honourable mentions.

As well, the event was also written up in a German News magazine called *TR-Information* and another German magazine "*Oldtimer Praxis*".

## TR4 RALLY CAR

(Pat Onions)

As a follow-up to Ed Kaye's monthly feature re: his TR4, it only revived more memories of our TR4 rally car. In 1964 the Triumph Motor Corp. (England) sent over three TR4's with their own drivers and all prepared to RAC racing specs. Although all three cars finished the Shell 4000, they did not fare very well and therefore did not get the expected press and promotion that Triumph expected.

However as an active rallyist and as a Marshal on the 1964 Rally it got our juices flowing, so my navigator, Doug McLennan and I decided to enter the 1965 Rally. At the time I owned a 1963 TR4 so we set about preparing the car for the big Rally. We got help from a Triumph dealer in Rochester, New York, who had bought one of the ex-1964 rally cars and offered us parts as long as we replaced them when we were through.

The main thing we took were the racing seats with shoulder harness. We also installed the custom roll bar, the light alloy skid pan along with the leather covered steering wheel. Although the car was equipped with a modified engine and close ratio gearbox, we elected to keep our running gear stock. We did however port and polish the head, including the intake and exhaust manifolds. We also shaved the head a few thou. We balanced the crankshaft and the flywheel and ran on Strombergs. This resulted in an unexpected rev range of 6000 and an indicated 100+ mph. We added lifters to the springs to gain ground clearance and moved the rad forward to avoid fan contact with the rad. All exposed studs were double-nutted and any exposed seams were welded. We ran stock wheels

and were very fortunate to get four only special rally tires manufactured by Dunlop. All other aspects of the car were stock.

By today's standards the car would be considered a brute to drive and I suppose she was. The suspension was too stiff and at speed, allowed the car to make magnificent jumps off any knoll that came along. Plus the fact that we had raised the suspension did not help, for in tight turns the car would drift out and take the whole road. This resulted in some scary moments, particularly in the mountains when I hung the back out over what appeared to be an endless dropoff. Also on "closed sections" when we reached speeds of 85+ mph, the wheels would lose traction and it became somewhat like driving on ice! On the other hand we thought it was fun and on long curves we could do fantastic controlled four-wheel drifts.

Problems with the car-YES. One of the most obvious things that we should have protected but didn't was the exhaust system. By the first day it was rattling and banging with the exhaust pipe parting from the muffler. It was imperative that we finish with the same system we started with, otherwise we would lose points. We put it back together in Sudbury only to have it fall off again in Sault Ste Marie. We picked up a complete new system in Winnipeg. By racing ahead and hoping we wouldn't run into a control, we would spot an empty garage, run in and work on it for ten minutes or so, then speed ahead until we spotted another garage. By the time we got to Alberta we had welded the exhaust pipe to the manifold and double-clamped the whole system.

In Wainwright, Alberta at a lunch stop, we thought we had broken a shock

mount. We found the rebound stops were missing and the frame cracked over the top of the axle housing. After lunch we pushed the car into an old blacksmith's shop around the corner. The old chap gave us all kinds of excuses why he couldn't weld it, and if he did, it wouldn't hold anyway. Fortunately, another chap standing around said he wasn't much of a welder, but he would try anyway. While he welded away we changed the front brake pads. His welding did hold after all.

Again we were lucky as we had to proceed to the Wainwright Army Camp for a closed section run through the camp. Because of a delay while they cleared the road through camp, they had scratched the control point just prior to camp. We lost no points while we got the car repaired.

Another near miss was avoided when about 60 miles from Vancouver and the end of the Rally, we were descending down a long approach to a bridge when the car began to weave about the road. I said to Doug "I knew we wouldn't come all this way without a flat! Hang on and we'll change the tire under the railway overpass at the end of the bridge approach" (as it was raining hard). Stopping the car, I jumped out to see the last remaining nut from the left rear wheel spinning to the ground! With two spare nuts and the one on the ground, we rammed them on the stripped studs and proceeded slowly to the end. When the Triumph dealer in Vancouver was replacing the stripped studs, it was learned that the axle housing was moving back and forth and the outer axle bearing was turning in the housing. We also learned we twisted the frame on the car! On the plus side, even today it seems incredible that we ran those tires over the

most horrible conditions and never had a flat or rolled a tire off a rim. The engine ran like a clock and the car proved to be very competitive in its class.

Thank you Pat for a great story; we all, I'm sure, look forward to any more memories from *triumphant* days gone by.

### **BYWARD MARKET ANTIQUE AND CLASSIC CAR SHOW ?**

Word on the street has it that a car show is being organized for June in the Market area. Participants are expected to be all the clubs in the vicinity. I'm expecting an information package and will keep you all informed. (I think it would be a hoot-Ed)

### **SMOG EMISSION TESTING**

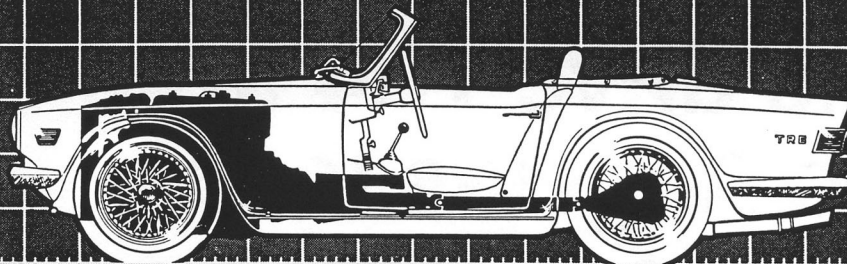
There is currently a test project underway in the Toronto area, and has been since October, 1994. Information gathered from that project as well as others in the United States will be evaluated by the government and the private sector.

According to the Ministry of The Environment, they are very aware of the concerns raised by the owners of antique and classic cars. And according to Minister Sterling, "their unique views will be taken into consideration in the final analysis" (Not to worry in our lifetime - Ed).

Thanks to Derek Holbeche for researching this for us.

**R  
&T**

**ROAD TEST  
TRIUMPH TR-6**



SCALE: 10" DIVISIONS

**PRICE**

Basic list.....\$3375  
As tested.....\$3565

**ENGINE**

Type..... 6 cyl inline, ohv  
Bore x stroke, mm..... 74.7 x 95.0  
Equivalent in..... 2.94 x 3.74  
Displacement, cc/cu in.. 2498/152  
Compression ratio..... 8.5:1  
Bhp @ rpm..... 104 @ 4500  
Equivalent mph..... 96  
Torque @ rpm, lb-ft. 142 @ 3000  
Equivalent mph..... 62  
Carburetion. 2 Stromberg 1.75 CD SE  
Type fuel required..... premium

**DRIVE TRAIN**

Clutch diameter, in..... 8.5  
Gear ratios: 4th (1.00)..... 3.70:1  
3rd (1.33)..... 4.92:1  
2nd (2.01)..... 7.44:1  
1st (3.14)..... 11.62:1  
Final drive ratio..... 3.70:1

**CHASSIS & BODY**

Body/frame: steel frame, separate steel body  
Brake type: 10.9-in. disc front, 9.0 x 1.75-in. drums rear  
Swept area, sq in..... 332  
Wheels..... knockoff wire, 15 x 5½  
Tires..... Michelin X 165-15  
Steering type..... rack & pinion  
Turns, lock-to-lock..... 3.25  
Turning circle, ft..... 33.0  
Front suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar  
Rear suspension: semi-trailing arms, coil springs, tube shocks

**MAINTENANCE**

Engine oil capacity, qt..... 4.8  
Every 6000 mi: chg eng oil & filter, clean air filter, lube distrib., clean & gap plugs, lube chassis, var. operational checks  
Every 12,000 mi: adj. valves, chg spark plugs, adj. idle, clean fuel filter & crankcase emission valve, lube water pump, adj. frt hubs, lube handbrake, adj. rear brakes, var. operational checks  
Tire pressures, psi..... 22/24

**ACCOMMODATION**

Seating capacity, persons..... 2  
Seat width..... 2 x 20.0  
Head room..... 39.0  
Seat back adjustment, deg..... 0  
Driver comfort rating (scale of 100):  
Driver 69 in. tall..... 95  
Driver 72 in. tall..... 75  
Driver 75 in. tall..... 75

**INSTRUMENTATION**

Instruments: 140-mph speedo, 5500-rpm tach, 99,999 odo, 999.9 trip odo, oil pressure, water temp, fuel level, ammeter  
Warning lights: oil pressure, ign., high beam, directionals, brake

**EQUIPMENT**

Options on test car: wire wheels (\$110), tonneau cover (\$35), Michelin X tires (\$45)  
Other: overdrive, hardtop, front underside shield, radio

**MISCELLANEOUS**

Body styles available: roadster only  
Warranty mo/mi..... 12/12,000

**GENERAL**

Curb weight, lb..... 2360  
Test weight..... 2680  
Weight distribution (with driver), front/rear, %..... 51/49  
Wheelbase, in..... 88.0  
Track, front/rear..... 50.2/49.8  
Overall length..... 156.0  
Width..... 58.0  
Height..... 50.0  
Ground clearance, in..... 6.0  
Overhang, front/rear..... 26.4/41.6  
Usable trunk space, cu ft..... 4.3  
Fuel tank capacity, gal..... 13.5

**CALCULATED DATA**

Lb/hp (test wt)..... 25.7  
Mph/1000 rpm (4th gear)..... 20.9  
Engine revs/mi (60 mph)..... 2880  
Engine speed @ 70 mph..... 3370  
Piston travel, ft/mi..... 1790  
Cu ft/ton mi..... 94.3  
R&T wear index..... 52  
R&T steering index..... 1.07  
Brake swept area sq in/ton..... 248

**ROAD TEST RESULTS**

**ACCELERATION**

Time to distance, sec:  
0-100 ft..... 3.5  
0-250 ft..... 6.2  
0-500 ft..... 9.6  
0-750 ft..... 12.5  
0-1000 ft..... 15.0  
0-1320 ft (¼ mi)..... 17.9  
Speed at end of ¼ mi, mph..... 77  
Time to speed, sec:  
0-30 mph..... 4.0  
0-40 mph..... 5.6  
0-50 mph..... 7.6  
0-60 mph..... 10.7  
0-70 mph..... 14.3  
0-80 mph..... 20.0  
0-100 mph..... 39.0  
Passing exposure time, sec:  
To pass car going 50 mph..... 6.9

**FUEL CONSUMPTION**

Normal driving, mpg..... 20.7  
Cruising range, mi..... 280

**SPEEDS IN GEARS**

4th gear (5030 rpm), mph..... 109  
3rd (5500)..... 88  
2nd (5500)..... 55  
1st (5500)..... 37

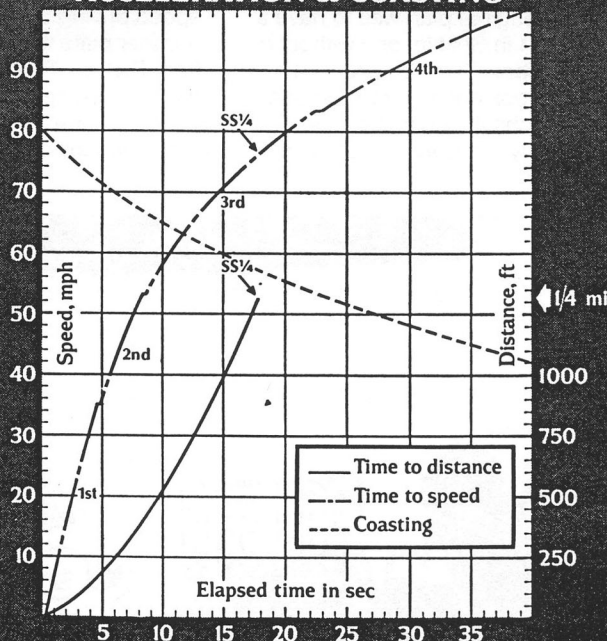
**BRAKES**

Panic stop from 80 mph:  
Deceleration, % g..... 78  
Control..... good  
Fade test: percent of increase in pedal effort required to maintain 50%-g deceleration rate in six stops from 60 mph..... 30  
Parking: hold 30% grade..... yes  
Overall brake rating..... good

**SPEEDOMETER ERROR**

30 mph indicated..... actual 30.6  
40 mph..... 40.2  
60 mph..... 59.2  
80 mph..... 79.0  
100 mph..... 98.2  
Odometer, 10.0 mi..... actual 9.69

**ACCELERATION & COASTING**



# German Triumph fans drive TR4 from Los Angeles to the 11th Canadian Classic in Ottawa

Don Elliott

In the early 1960's, Triumph put together a team of three powder blue TR4's to run in competitive events. Recently, two of these have been re-discovered and restored with original British number plates 4VC and 6VC by Ian Cornish and Neil Revington. One event that these cars competed in was the 1964 Shell 4000 Mile Rally, a gruelling six day event from Vancouver to Montreal. I can speak from personal experience as I navigated this rally in a Renault R8 and finished.

In February, I received a letter from Rainer Reinhardt in Germany who was turning 50 this year and who decided he wanted to do something a little different for his birthday. His friend, Dieter Seidel suggested that they re-run the 1964 Shell 4000 Rally in a TR4 and they wanted to make contact with TR members across Canada. Their original plan was to have a friend buy a TR4 in Seattle, one without a motor and gearbox. Then they re-built a motor and gearbox and test-ran it in one of the 11 Triumphs they own between them in Germany. So it went into Dieter's

black TR4 rally car and it ran perfectly. Then their friend in Seattle was in India on business and couldn't find them the car they wanted. So Rainer and Dieter contacted someone in Los Angeles who managed to find a nice rust-free runner, a 1962 TR4 with engine and gearbox. And it was powder blue, just like the ones that ran in the original 1964 Shell Rally! But it didn't have the blue hard-top that Triumph used on the Works cars to add rigidity to the body for the rough competition roads. Now, of course, Rainer and Dieter wouldn't need to bring their engine and gearbox from Germany.

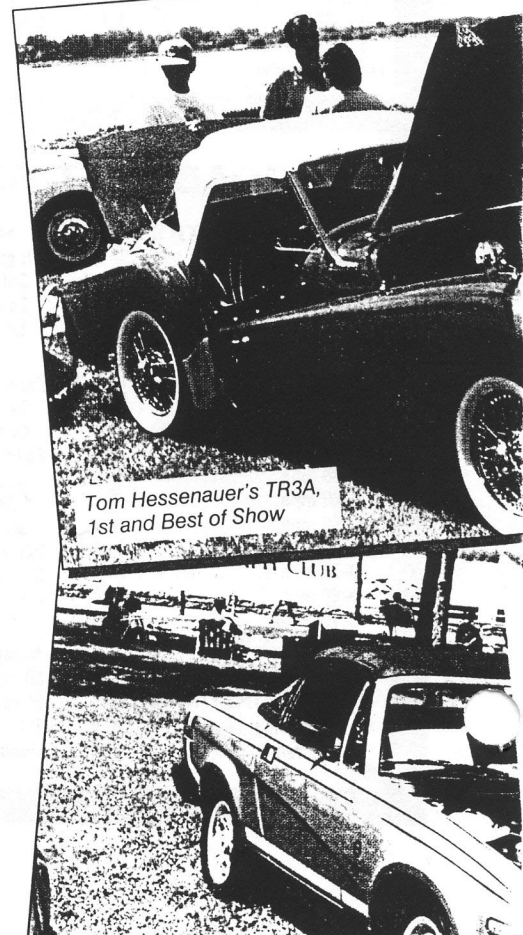
In mid-July, they arrived in Los Angeles and tested the car. They spent the first few days changing the clutch and buying parts. They removed the spoked wheels as they were badly bent and mounted the tyres onto steel disks. They also removed the front and rear bumpers to make it look like the real thing and installed the high speed driving lamps and front German number plate they had brought with them from Dieter's TR4 rally car. I had mailed them a full-size photocopy of my rally plate from the 1964 event and they had made two exact replicas, changing the



The rear still shows the California number plate. The bumpers were removed to look more like the three original powder blue TR4 Triumph Works Team cars that competed in the 1964 Shell 4000 Rally. The Shell plaque is a perfect replica, but the year reads 1996



TR8s

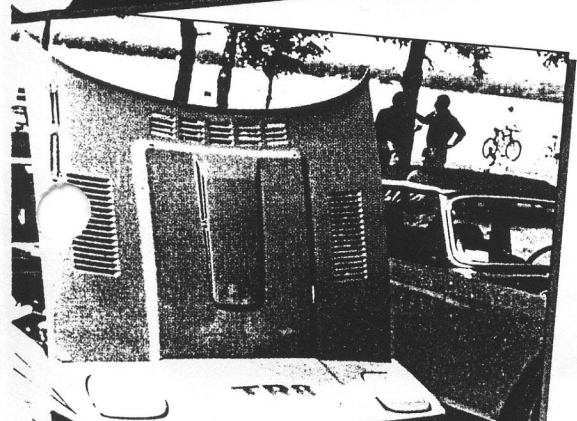
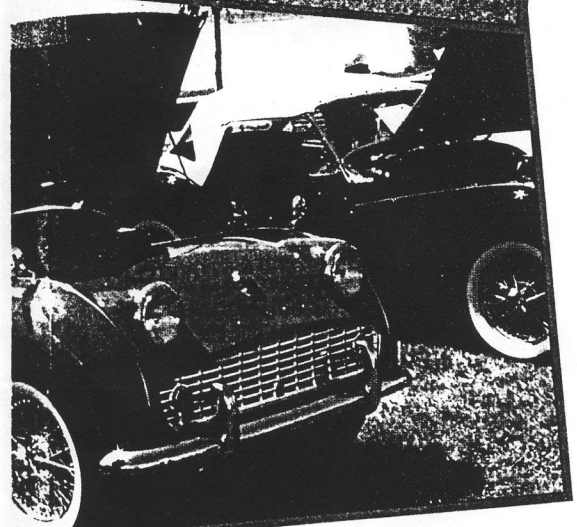


Tom Hessenauer's TR3A, 1st and Best of Show





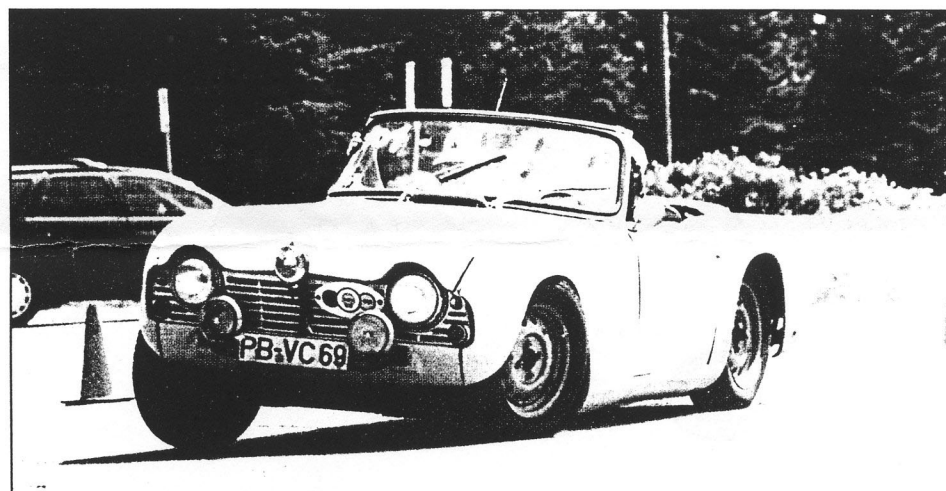
Left to right: Pat Onions, Callander, Ontario, Dieter Seidel, Rainer Reinhardt from Germany and Don Elliott, Montreal (who navigated in the 1964 Shell Rally in a Renault R8) stand beside the powder blue 1962 TR4 that Rainer and Dieter drove 5200 miles from Los Angeles to Ottawa. Pat's trophy steering wheel from his rally TR4 is displayed with many of the Shell and other plaques that Pat won with his TR4 back in the 1960s



date to read 1996 instead of 1964. They mounted one on the front grille and the other on the rear. They also fixed some decals of their Triumph Competition Club in Germany where they both race TR's, as well as some decals from the German Car Magazines.

They called from Seattle to say they were on their way up the Pacific coast to Vancouver, but were concerned about high oil consumption and low oil pressure. But they had increased the pressure relief valve setting on the oil filter and would carry on with their fingers crossed. From the 1964 rally instructions I had sent them, they were going to try to follow the original route as much as possible. Their goal was to meet in Ottawa at the 11th Annual

Shell 4000 Rally, they pulled into a petrol station to fill up. While they were there, a gentleman on foot asked, "Whose car is this?" and Rainer replied that it was theirs. Pat Onions, the man who asked, was really excited! He explained how he had been on a checkpoint in the 1964 Shell Rally and had driven in both the 1965 and the 1966 Shell Rallies - in a TR4. Pat invited our two German competitors to his house where they stayed up till the early hours exchanging notes and stories. Pat showed them his trophies. He has his Shell and other rally badges mounted on the steering wheel which came out of his rally TR4. Rainer and Dieter convinced Pat to come to Ottawa to see all the Triumphs at the Canadian Classic. Sure enough, on the Saturday



Rainer and Dieter mounted the front plate and the rally lamps from Dieter's rally TR4 in Germany onto the TR4 they bought in Los Angeles to re-run the 1964 Shell Rally. Here, it's shown at speed through the pylons in the gymkhana

Canadian Classic Weekend, which was planned for August 1st through August 4th, 1996 and put on jointly by the Toronto Triumph Club and the Ottawa Valley Triumph Club.

They made it! When I arrived in Ottawa, in my 1958 TR3A, I found that they had arrived and had been asking for me. What a story they had to tell!

They had driven a total of 5200 miles since leaving Los Angeles. Of this, 3000 miles was on secondary and gravel roads across Canada. Absolutely nothing had happened. They added a lot of oil to the engine but the oil pressure stayed high enough. The car was muddy, dusty and the rear end including the rear back-up rally light was covered with a black film of exhaust, most of it probably due to the oil. It rained one day out of the ten so the had to put the top up once. All the rest of the trip, it was top down.

When they passed through North Bay, Ontario, part of the original route of the

morning, Pat arrived and everyone took photos at the Gymkhana. It was a Triumphant trip and a memorable reunion.

Sunday was beautiful for concours day. Over 120 Triumphs were on display at Britannia Park for the judging. There were about 20 TR6's and the first ten, side by side, were all a different colour. Luc Lessard in his immaculate black TR2, parked next to his dad's red TR2 and Brian Thomas' white TR2. It is not usual to see three TR2's together. Joel and Gloria Rosen had driven their concours ivory TR3 up from Maryland and took first in class as well as best interior. In all, they drove over 1500 miles. Tom Hessenauer, also from Maryland, took first in his red TR3A and Best of Show for the third time in less than two months. They awarded me second in class for my black TR3A, and third went to a green TR3B from Syracuse, New York. Once again, a wonderful weekend for Triumphs, Triumph drivers and their fans.

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola. Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

John Tierney  
*President*  
(home) 591-9572  
(fax) 829-6331  
(email) microzon@microzone.com

Ed Kaye  
*Newsletter Editor*  
(home) 692-1880  
(fax) 722-3465  
(email) wackid@istar.ca

Vivien Kaye  
*Treasurer*  
(home) 692-1880  
(fax) 520-3739  
(email) vkaye@ccs.carleton.ca

Bob Thomas  
*Vice President*  
(home) 267-4561

Paul MacDonald  
*Events Coordinator*  
(home) 226-2512

Jeff Patterson  
*Membership*  
(home) 839-2891

Ted Neilson  
*Regalia*  
(home) 834-4764

Membership is open to all individuals and companies interested in Triumph sports cars.  
Membership is \$30.00 per year (June/May) per household and \$60.00 per year, corporate.

*The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)*



**OTTAWA VALLEY TRIUMPH CLUB**  
1710 River Road  
Manotick, Ontario K4M 1B4



MAIL → POSTE

Pat & Brian MILLS  
53 Etterick Crescent  
NEPEAN, ONTARIO  
K2J 1E9 97/06

