



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August 2004

Letter from the editor

A lost treasure

It's amazing what one can find in the back woods of the Ottawa Valley.

On our way back from an outing to Calabogie we came across this find, a once beautiful, but now abandoned, MGA coupe. In the cool woods, sleeping in the shadows of grass and weeds, I spotted this little classic car and spent a moment to pay a visit. My heart went out to the lost beauty and I immediately wanted to rescue the car.

There's nothing left of the body. The floors are completely rusted away. At one time, the engine had been pulled, hopefully to be preserved in another classic MGA. The interior has given up to the passing of time but still, there's a certain beauty still hidden beneath the old fashion curves and the sleek body that takes my breath away. It's asking for help and I may answer the call.

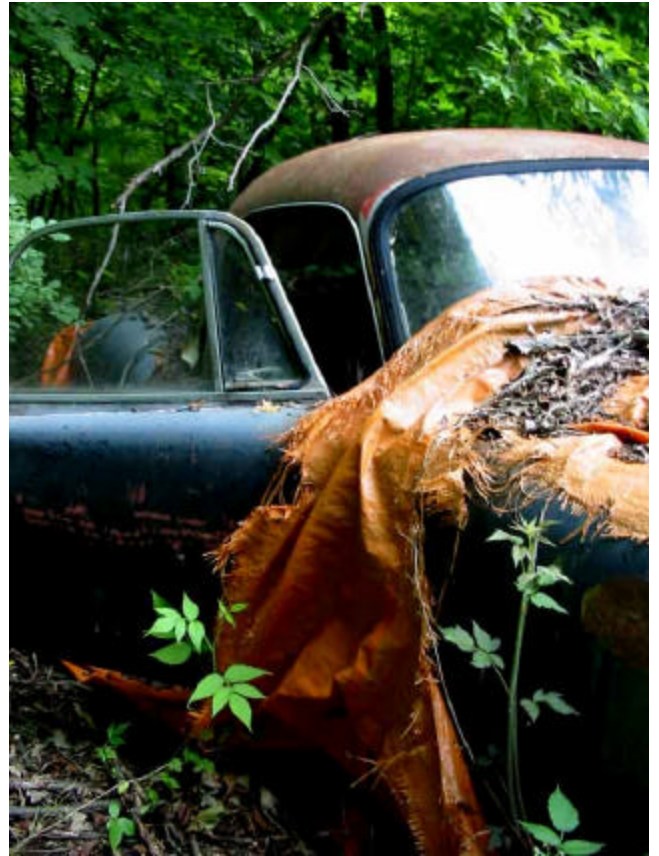
We ventured north and wanted to check out the newly to be build race track. A few kilometres outside of the village we found the facility and marvelled at its design. After hearing about the local home owners associations objecting to the by-law zoning and worried about the noise pollution, we wanted to see for ourselves where the track is located.

While at the track, Wilf and I couldn't resist but to drive the dusty, winding lay-out. Got to check out what this track is made of!! Gravel, hitting the inner wheels and the bumper, was causing us to slide around the tight design. We coasted by the future pit area and could hear the crowd cheering "faster, go faster". It was a hot July day and we literally roasted in our open top Spitfire. We were the winning car, taking the lead through the black and white checked flag. It was good.

Latest news on the Calabogie race track.

Motorsports track gets zoning OK from council

A developer is starting its engines after politicians in the Township of Greater Madawaska voted unanimously in favour of a zoning change last night, removing the last hurdle to a motorsports track near Calabogie. The track had faced a small but vocal opposition from citizens in the area, who feared the noise from the track would disturb the town's ambiance and environment. Track president Marc Steenbakkers said he hopes to have cars on the track by late August. The track must now get approval from county council before it can start running races. Also, the citizen's group opposed to the track plans to appeal the zoning changes to the Ontario Municipal Board.



Timber run reports and picture from the auto body seminar will be printed in the September issue of the news letter.

Cheers

Liv

Letter from the president

As mentioned in the newsletter last month, on August 24, we will be holding another special event in lieu of our regular club meeting, and are planning a 40-50 minute drive from the clubhouse through the countryside, ending up at Scully's Pub at Kelly's Landing at 1980 River Road for some tire kicking and to relax on the patio and maybe have a drink. They do serve food there also, so you may wish to have something to eat while you're there. We will leave the clubhouse at approximately 7:30 on the 24th, and arrive at the pub around 8:30 or so. Further information will be posted on the www.ovtc.net site a couple of days prior to the event.



I hope people are enjoying these kind of special events instead of the usual routine of just meeting at the clubhouse every month. We will return to the clubhouse venue in September, but I have been trying to take advantage of the summer weather to get us out for short drives now and then with the other club members.

We had an almost perfect day for the Timber Run on August 8. Despite some early concerns about the weather, things cleared up very nicely in time for the drive. This was the kind of driving a TR is made for. Livia and Wilf led us on a long drive on winding roads through beautiful countryside, with a few rest stops at interesting locations, ending up back at their house for a BBQ. I don't think I can remember driving that far without seeing a traffic light. My thanks to Livia and Wilf for their efforts in planning a fun and scenic route and organizing this excellent event. Everyone who did come out had a great time – and I hope we will see even more people at the remaining events of the season.

Coming up on Sunday August 22 is the Boot 'n Bonnet British Car Show in Kingston. A group of us will be meeting at the Knoxdale clubhouse on Sunday morning to drive down together on highway 10 through Perth and Westport to Kingston. We will aim to park our cars together at the show if they will let us. For anyone who hasn't been on highway 10 or been to this show, both are a lot of fun. Everyone is welcome. I'll be sending a note out during the week of August 9 trying to see how many people are interested in driving together.

The first of the “ice cream runs” was held on July 13 and was a fun mid-week event. Some highlights and photos are elsewhere in this month's newsletter. Even more photos are on the club website. We will probably aim for one more “ice cream run” in the first half of September, but haven't planned that in any detail yet.

Please remember that membership fees are due in June, so anyone who hasn't already paid Vivien for 2004-05 is asked to get their money to her as soon as possible.

In addition to the existing classified section in our monthly newsletter, and an email notification that Livia recently started sending to interested parties, we launched a classified section on the OVTC website this month. Check it out. If anyone has some TR parts they wish to sell, please get the details to Livia, Andre or myself so they can be advertised.

Nothing is a constant except change. As we move forward we say farewell to long time members John and Lori Day, and Ken and Veronica Shillito. At the same time we also extend a warm welcome to new members Pat Duncan, and Bob Holmes. The club continues to evolve and grow. In the fall, we will again be looking for people interested in joining the executive in 2005 and helping with continuing that growth.

Cheers DonLeBlanc

Welcome new members

The OVTC is happy to welcome two new members to our club. Bob Holmes is the owner of a 75 Spitfire and also restoring a 1972 GT6. Good luck with the project, Bob. Keep us posted on the progress. The club was happy to see Peg Duncan, driving a beautiful blue 75 TR6, joining us on our Timber run. Welcome to you both.

Letter to the editor

Hi Livia,
the baby is doing fine ! Here are some pictures!
Louis Boucher.



Letter from the president

The Canadian Classic

By Bob Thomas



The 19th annual Toronto Triumph Club Canadian classic came to Eastern Ontario again this year when the Boot 'n Bonnet British car Club co-hosted the event in Kingston from July 15 to July 17, 2004. With dog sitters volunteering their services at home and relatives in Kingston to stay with, Fran and I decided we had to take in the Classic this year.

The activities kicked off on Thursday morning at the Shannonville Race Track under threatening skies. Several Boot 'n Bonnet members are volunteer track officials at Shannonville and Mosport tracks. They provided marshalling for the cars and instruction for the drivers on a slalom course and half track race course. Approximately 15 cars participated in the slalom and everyone got in 5 or 6 passes through the cones before we broke for lunch. Smooth and steady driving inputs were the key here and everyone got faster and more confident with every run.

At the lunch break, the skies parted and we had a downpour that pinned us down in the open sided instruction area entertaining ourselves by feeding a semi-tame mouse that was sharing our shelter. After lunch, as the skies cleared, we were given a brief overview on the chalkboard of how to enter and exit corners on the half track course for the afternoon lapping exercise. The entry and exit lines, braking zones and apexes were all marked on the track with orange pylons for each corner and we went out in groups of four with the instructors rotating through each car so that every driver got some instruction time. After quite a few practice laps, every driver was timed on a series of 5 laps and the goal was to have the smallest lap time differential for all 5 laps. The winner was Johan Aaltink of the TTC with an amazing time differential of only 0.9 seconds from his fastest to slowest laps!

The day ended with some great pub fare at the Tir Nan Og Irish pub in downtown Kingston followed by more nightlife for the young at heart, or an early night to bed for some of us old timers.

Friday was Wolfe Island Tour day and it was quite something to see the Wolfe Islander III ferry filled with Triumphs ranging from a Herald to a TR8 as we made our way to Marysville to begin the tour. With Brian Thomas in the lead, the morning tour included stops at a boat works, a church and a buffalo farm where we were able to see some of the herd as well as purchase meat and leather products. Lunch was provided back in Marysville by the local Ladies Auxiliary at a former church manse that had been converted into a bed and breakfast. Many of us walked off the calories after lunch by touring the village artisan shops and a few others got some exercise by raising and lowering their "bonnets" as showers alternated with sunshine throughout the day.

The afternoon tour covered the balance of the island and wound up at Brian and Linda Thomas' gorgeous waterfront home at the island's east end where we arrived to yet another shower. Fortunately it soon cleared up and we enjoyed a catered supper on the lawn before returning to Kingston on the ferry later in the evening.

Kingston's City Park near the lakefront was the location of the Concours and Participants Choice Show on Saturday which turned out to be the nicest day of the weekend. The OVTC members that entered fared well and won the following awards:

TR8 Concours: 1st Jeff Patterson
2nd Dean Hummel
3rd David Huddleson

TR8 Participants Choice: 1st Jeff Patterson

Best Paint: Jeff Patterson's TR8

Peoples Choice: 2nd Mike Graham

Concours Late TR6: 2nd Bob Thomas

The awards were presented Saturday evening by this year's Classic coordinator, Glen Donaldson at Old Fort Henry prior to a BBQ supper in the Officers Mess building. In addition to the show and track awards, two special awards were also given out. The first one was to recognize the hard work that Brian and Linda Thomas put into making the Classic the great success it was this year.

And the second was the Peter Purvis Memorial award which is given annually to recognize the recipient(s) contribution and dedication to the Triumph marque. The winners this year were Bob and Dorothy Corbin. This most deserving couple can be found driving their TR7 at almost every Triumph related event I have ever attended from Sarnia to Watkins Glen. Unfailingly cheerful and always volunteering to lend a hand, they have given a lot to our hobby and it was great to see them recognized.

After the awards banquet, we attended the Kingston Symphony performance at the Fort Henry parade square. Canadian Idol Ryan Malcom (along with brother Reagan) were featured performers and the program ended with the 1812 Overture



complete with fireworks and cannon fire by the Fort Henry Guard. A fitting end to the Classic, but the weekend wasn't over yet!

Triumph was the featured marque at the Kingston Auto Fest on the Royal Military College grounds Sunday July 18. Several Triumphs from the Classic were there although Fran and I had the only car from the OVTC entered. The total number of cars entered was down this year probably due to the local forecast for thunderstorms that fortunately never materialized. The cars entered ranged from a "Brass Era" (1914) Model T to late model customs, with everything from Muscle Cars to Pickups in between. The show location is the best I've seen anywhere for displaying cars. There was food available throughout the day, plenty of shade trees and the view across the Cataraqui River to Kingston was magnificent. When the awards were given out in the late afternoon, Fran and I were pleasantly surprised to receive the trophy for the "Best Stock Paint In Show". It was a great way to end the weekend as we headed home tired and sunburned with fond memories and renewed friendships from this "Triumph Community" we all share.

Fundraising Event for Children's Diabetes Camps

Can Bob and I count on your support?

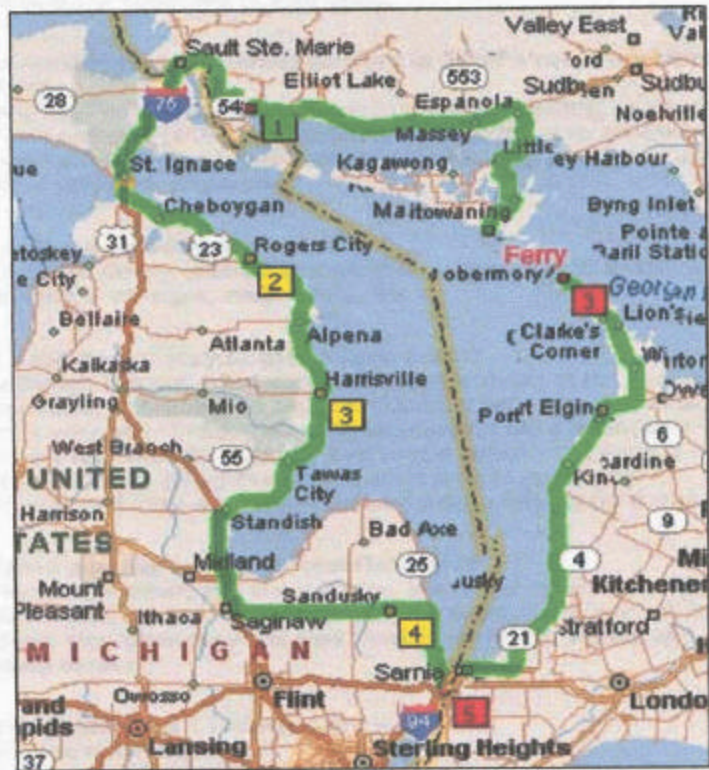
We are participating in a challenging, but fun-driving event to benefit two great charities, the Canadian and American Diabetes Associations. The monies raised will be given to the appropriate Agency i.e. Canadian Association for Canadian cars.

On Saturday, September 25th, Bob and I and our 1975 TR6 will be joining up to 50 vintage British cars that will be leaving Sarnia, travelling up the eastern coastline of Lake Huron, cross on the ferry from Tobermory to Manitoulin Island, stop overnight in Thessalon and continue down the east coast of Michigan and arriving back at Sarnia at about 5:30 p.m. We will be driving approximately 800 miles in 36 hours to send kids with diabetes to an educational and fun camp.

The goal is to raise at least \$500 per crew to send these kids to camp.

Thanks again for the support.

Bob Thomas & Fran Wright



Pipe dreams by Terry Thompson

I got a bit contemplative about my car this evening. Not about "What is wrong" or "What can I fix next" but, as I sat out on the front stoop, enjoying a bit of vanilla scented black cavendish, looking out at the fireflies dancing around in the late dusk, I had a thought. A musing to be sure. I looked out through the puffs of smoke and flickering lights of the fireflies which seemed to celebrate in some unknown revelry about the Spitfire. This car, this automobile... and had the strange feeling of contentment.

Each morning I leave for work, not knowing what awaits me but the daily drudgery of work and responsibility. And, at

the same time as I have those thoughts of futility of arduous existences, and the beasts of burden that bear them, I open the front door to see this smiling visage that I see each day.

The analytical part of my mind knows it is not a smile, but the clever arrangement of a toothy mouth-like grill and headlamps simulating wide open eyes, that gives this man-made construct the illusion of a smile. But it's not JUST a smile I see. Certainly not a smile of laughter, derision or even of self-satisfaction. No, this an-animate object of metal, rubber and glass seems to capture a special feeling with its smile. A simple pure smile of happiness perhaps one might describe as contentment.

I continue to puff away on my pipe as I consider the spirit of the car. Because, even though it sits as still as a corpse, the car has about it a 'feeling' of movement. It's the flowing lines of the car's skin which gives it the appearance it is dashing away at some angelic speed. Though, no matter how long I gaze, it sits unstirred in front of me. Still, silent and smiling.

I'm amazed by the simplistic beauty of it all. No power anything. No radio or reclining seats. And, at the same time, the complexity of the machine that operates day-after-day, when something as simple as a mis-gap of a plug, or grit of dust in a float bowl should bring it to a sudden halt. In the blink of an eye the simple loss of a piston ring could render it a 1,800 pound lawn ornament. And yet, it eternally smiles, as if carefree and unfettered by any concerns or appreciations I might have. And seeming to have none of its own.

I wash it (after a time), and I keep it up (when I feel the need), and attend to it (when it demands). And, in return, I obtain a thrill to be behind the wheel of this machination. It responds without question or complaint to each of my commands. I speed along a country road at some surely unsafe pace. I eagerly accelerate to reach the next turn to experience the strange feeling of being pulled back into the driver's seat, instead of being thrown to the bolsters as I might expect. To feel as if some unseen hand were holding me back in place like the outstretched hand of a mother protecting her child in a short stop.

As I finish my smoke and I tap out the remaining burning embers from the briar, I turn to go back inside my house and take one last look at this inanimate object which is still smiling at me. And I reply in kind with a smile of my own. Then I realize, perhaps, it is a smile of contentment I see. Maybe it is content knowing how happy it has made me. Terry Thompson

Floor and sill installation - Preparations and body work ***Part 2***

By Liv Haasper

Evaluating repairs:

Before we attempted the installation of the new floors, we had to evaluate the body repairs needed for the surrounding areas. We knew we were facing major repairs before work on the floors and sills could begin. The fire wall, and the mounting brackets to the frame were a major undertaking that needed immediate attention. The A-pillar had to be repaired. The rear cross member also had to be partly rebuilt; this being the area where the trailing arms are mounted to the rear axle. The floor pan attaches under this panel. We also had to repair the rear wheel housings and inner quarters, because the inner sill attaches to it. The quarter panels needed replacement panels, which we had to fabricate. The outer sill panel attaches to these and creates the door opening.



When evaluating a restoration, one should always be aware of the fact that, over the years, most cars have undergone some sort of repair, often done by unqualified and inexperienced owners who may have botched the alignment of the panels. Sometimes, fibreglass has been applied or sheet metal of all descriptions brazed over the rust. At one time we came across a traffic sign used in this rather amusing fashion. It can be difficult to locate the original welds, making a proper repair challenging.



The firewall:

Our work began with the repair of the firewall. Several areas needed to be repaired. With tin snips, we cut a large corroded area out and, using this piece of rusted panel as a template, we fabricated a new section out of 20 gauge, satin coated sheet metal.

Tin snips come in different shapes and sizes, for different applications. For small repairs, where short sections or curves have to be cut, we use aviation tin snips. They are easy to use, even for metal up to 16 gauge. Left and right handed tin snips can be purchased. These are not meant for left or right handed people, but are specified as left or right handed waste sides [cut off]. When a long piece of sheet metal has to be cut off, a run-through tin snip is necessary. This tool cuts with no waste, but allows for a long, straight cut.

When repairing the firewall we encountered compound curves. The repair panel had to be pounded into its rounded shape, using a mallet, and hammering the sheet metal into a hollowed out wooden block. A leather pillow filled with sand is also a good tool to be used for this type of panel beating. The finished piece was finally carefully fitted and butt-welded [Oxygen/acetylene] into place.

Let's explain this procedure to people who aren't familiar with this type of welding. The piece has to be tack-welded into place and aligned, then welded in sections of $\frac{1}{2}$ to $\frac{3}{4}$ ", finally hammered and dollyed before it cools to avoid warping. This has to be repeated until the entire panel is welded in. The alignment has to be checked. This type of weld allows the repaired area to be sanded and cleaned from both sides, then painted which avoids rusting. The end result will look original. Mastering butt welding takes some practice.

The Mounting bracket:

The mounting bracket, body to frame, to give it strength, was fabricated from 16 gauge sheet metal. We drilled holes through the fire wall and, from the inside, MIG welded them into place, carefully aligning and bolting them to the frame. When performing major repairs or restorations, it's a good idea, to ensure proper alignment while the body is still attached to the original, unrestored frame. If this kind of repair is done on a new or restored frame, chances are that it may be damaged in the process of repairs.

The A pillar:

The A-pillar was the next job to be tackled. It was rusted on the inside and needed repair sections. The rusted piece was cut out and a new one fabricated and welded in.

Rear wheel housings and inner quarters:

The lower section of the rear wheel housing and the inner quarters were totally rusted out and presented a challenge.



In order to fabricate new pieces into the panel, we first cut some templates from card board [for additional help taking measurements from our MK3 Spitfire] and fitted this template to the wheel housing. After we were satisfied with a proper fit, we proceeded to cut the replacement piece out of sheet metal.

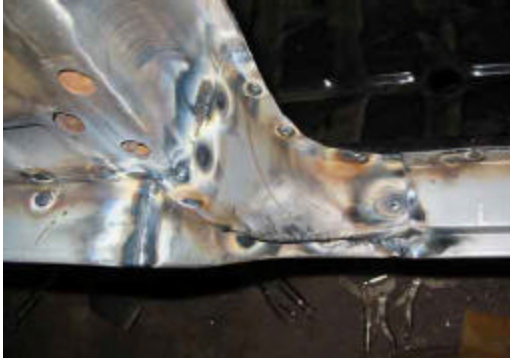
This was welded in our usual fashion of butt welding and MIG welding [plug welding]. For later restoration, we had to remove the quarter panels [rear wings] and we also had to fabricate pieces for the outer and inner wheels housing.

The rear cross member:

The last panel to be dealt with, before we could attempt the floors and sills, was the rear cross member including attachment points for the trailing arms. We noticed some damage on the lower section of the cross member where the floor attaches. Again, we fabricated repair pieces and welded them in.

Floors and sills:

After all of this bodywork was finally dealt with, we were able to concentrate on the installation of the floors and sills [see part one, issue # 14, for reference]... Finally, after all of this was accomplished, we were ready to finish off the panels with polyester resin or body filler.



The welds had been ground off, using a 36 grid, flexible disk on a small air powered grinder.

After this, the welds were sandblasted to remove any unwanted mill scale, ensuring a good adhesion of filler or primer and rust protection. At this point, our preferred seam sealer, which is used on bare metal, was spread on the



seams. Next job on the list was the application of a layer of body filler and, after drying, sanded it with 40 grid, followed by a second sanding of 80 grid, making sure that the contours of the panel were retained and the panel was straight, confirming to originality. In order to obtain this, one may have to apply a second coat of metal glaze or putty, sanding this down with 120/180 grid.

Prepping a repair in this fashion is crucial to a good paint job and should not be under estimated. One should not make the mistake of applying more body filler than absolutely necessary. It's important to realize that sanding off excess body filler is more important than applying more filler than needed. To protect the underside of the floor from stone chips, we sprayed an application of gravel guard.

After all the prepping had been finished, a good adhesion primer was applied, followed by a filler primer, which would be sanded up to 400 grid.

Now, we were finally ready to paint and rust proof.

Just for laughs *Burma Shave signs*

Submitted by Kevin Dalton

Remember these? For those who never saw the Burma shave signs, here is a quick lesson in our history of the 1930s and '40's. Before the Interstates, when everyone drove the old 2 lane roads, Burma Shave signs would be posted all over the countryside in farmers' fields. They were small red signs with white letters. Five signs, about 100 feet apart, each contain 1 line of a 4 line couplet and the obligatory 5th sign advertising Burma Shave, a popular shaving cream.



DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT
Burma Shave

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING
Burma Shave



BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING NURSE
Burma Shave

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT
Burma Shave

THE MIDNIGHT RIDE
OF PAUL FOR BEER
LED TO A WARMER
HEMISPHERE
Burma Shave



AROUND THE CURVE
LICKETY-SPLIT
IT'S A BEAUTIFUL CAR
WASN'T IT?

OVTC Ice Cream Run

From the Canley Classic's news letter

Round Britain Reliability Run

Not long now, is it? Got your car ready? No, neither have we! Event organiser Tim Bancroft tells me that the entry list has had to close early due to unprecedented numbers of applicants. There is supposed to be a crew coming over from the States and bringing their own GT6 with them. Now that really is keen!

If you've missed this one, how about getting your entry in early for next year's 10 Countries Run. This really is an adventure, and I said I would never do it again! Further information at:

Prices, Prices, Prices

Don't want to scare you all too much, but there's some considerable movement upwards in the prices being passed down to us from suppliers/manufactures.

The letters from suppliers have been flooding in recently in unprecedented numbers, all with a similar tale to tell. You may or may not have seen or heard on the news recently of the drastic hike in the value of scrap steel/iron as a result of China vacuuming the world's supply to feed its ballooning industry. Well, it seems that UK manufacturing is playing catch-up real quick, and these costs are being passed down the chain at an alarming rate.

July 13 – Ice Cream Run

By Don LeBlanc

The first of our "ice cream runs" this year was held on July 13. It was a brave group of people who ignored the threatening weather that day and met at the clubhouse for the drive. However, as luck would have it, the weather improved continuously throughout the evening, and proved to be almost perfect for us. The sun was shining brightly before we finished. Some pictures of the event are here in the newsletter, but many more are available on the OVTC website.

The route took us south of Ottawa towards Richmond but bypassed it entirely, then just to the edge of North Gower before heading back towards Nepean and ending at the Barrhaven Dairy Queen. It was approximately a 45 minute drive, which is just about right for a mid-week event like this. For fun, we asked people to answer three questions based on things they saw during the drive. Thanks Vivien for bringing some nice prizes and handing them out to the participants.

A couple of folks had difficulty leaving at the end of the evening (you know who you are), but there were plenty of willing volunteers to help push them around the DQ parking lot and send them home. I was asked to comment on the oil spot winner, but have decided to save that for our next meeting. All in all this was a lot of fun, and I think everyone who was out really enjoyed both the drive and the ice cream. I hope we'll see even more people at the next one.

We will probably aim for one more "ice cream run" to a different destination in the first half of September, but haven't planned that in any detail yet. Stay tuned for more details on this event via email and in the next newsletter.



The St. Lawrence Auto Club
presents the 2nd Annual
"1000 Islands Vintage Rally"
on Saturday, 9th Oct. '04.
Registration begins at 08:30AM at
the Gananoque Town Hall with first
car away at 10:00AM

A tarmac (paved road) event for classic cars 1975 and older.

Separate class for substitute (newer) cars.

The roads on the route will be scenic and interesting for the driver and navigator.

Approx. 130 miles in length.

Entry fee of \$ 40 Cdn (30 US) will include morning coffee, post rally dinner and dash plaques for both crew members.

Trophies for 1st, 2nd & 3rd

1st Team (3 cars, same marque or club)

1st Coupe des Dames (Ladies)

1st Substitute Class (not included in the above).

Special navigating equipment not essential.

This rally is part of a two-day vintage sports car theme of events in and around the town of Gananoque on the Canadian Thanksgiving Weekend. Also featured are a car show, poker run and autocross. An awards dinner follows. Details will be available on the St. LAC web site: stlac.kos.net

Applications received after 30th Sept. are considered late entries

For further information & entry forms please contact:

(613) 389-3566 < jkinnear@adan.kingston >

or (613) 376-1538 < ebrunner@personainternet.com >



Upcoming events

August 15th. Upper Canada Village / 2004, Transportation Day / All Types of Vehicles, Morrisburg, Ont. / August 15 / 2004, Sponsored by the Cornwall Olde Car Club. More info - M. Lemieux / (613)931-2087

August 14-15 BARC Canadian Touring Trophy Races, Vintage /Historic and Group 70=Grids Mosport, Ontario. Ron Wanless 613-359-1013

August 22 Boot n' Bonnet British 15th. annual car day. Held in Kingston City Park. 10 am – 4 pm. Celebrating 100 years of Rolls Royce. Admission \$ 20 per car, includes lunch for two. <http://www.bootnbonnet.org/> Linda Thomas 613-385-1947

August, 24, 2004 OVTC meeting. A 40-50 minute drive from the clubhouse through the countryside, ending up at Scully's Pub at Kelly's Landing at 1980 River Road for some tire kicking and to relax on the patio and maybe have a drink. We will leave the clubhouse at approximately 7:30 on the 24th, and arrive at the pub around 8:30 or so.

September 10 -12, Watkin's Glen Vintage Grand Prix. Be sure to catch all of the racing excitements, beginning Friday with the Grand Prix festival, which presents a full day of activities, beginning at noon and continues with wine tastings and parade laps, Concours d' Elegance, judging and awards ceremonies. Don't miss the Grand Prix re-enactment, as vintage race cars to the streets of Watkins Glen for two laps of the original 1948-52 racing circuit. Tickets for the weekend, USD 40.—camping not included. <http://dbserver.iscmotorsports.com/TheGlen/index.cfm>

Sept 16th. to 19th. British Invasion, Stowe, Vermont, A Four Day Celebration and Salutation to the Great British Motorcar and all manner of other things British, Online [Registration Form](#) you can print and send to us. British Classic Motor Car Show (People's Choice) - \$45 per car Registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge or British Concour d'Elegance (Judged Competition) - \$55 per car registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge Registration Fee includes admission for two for the following events <http://www.britishinvasion.com/numain.html>

September 25th. -26th. Michigan British Reliability Run

This year it circles one of the Great Lakes, Lake Huron, going through Michigan and Ontario. The event will raise money to sponsor underprivileged children with diabetes.

As of today, there are 29 teams registered for the two-day, 850 Mile event run. This Years charity:

- [American Diabetes Association](#) (ADA's Michigan youth camp does not have a web page)
- [Canadian Diabetes Association](#)
- [CDA's Camp Huronda](#)

For more information go to: <http://www.mibrr.com>

Oct. 9th. St. Lawrence Auto Club 1000 Island Vintage rally. (613) 389-3566 < jkinnear@adan.kingston or (613) 376-1538 < ebrunner@personainternet.com

Cruise nights:

Mondays:

Manotick Perks Cruise Night, Manotick Village Perks, Mondays, except holidays through Oct 04, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

Perth Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, 50panel@ripnet.com

Tuesdays:

Kanata Cruise, Hazeldean Mall, Kanata, ON., Roger Thomas, 836-3647

Kemptville Cruise Night, Rideau Restaurant, 3 miles north of Kemptville on county road 44, Kemptville, ON., 7780 Becketts Landing Road, Tel. 258 1456.

Wednesdays:

Gatineau Cruise @ Crocodelis, Crocodelis, Maloney Blvd., Gatineau, QC, Charles Cloutier, 568-7486,

Place d'Orleans Cruise Night, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, goldvee@travel-net.com

Thursdays:

Cruise Night in Kanata Centrum, pm, Kanata Centrum, 4th Thursday in each month, start at 6:00 , Richard Rutkowski, 591-6955

Hunt club –Merivale, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

Fridays:

Les Galleries Cruise-in, Les Galleries, Aylmer, QC., 3rd Friday of each month until Sept., J.P. Sylvestre, 819-684-9406, www.iquebec.ifrance.com/autoshow

Saturdays:

St. Laurent Blvd Cruise, St. Laurent Plaza, Coventry Rd., Ottawa, June 12, July 10, Aug 21; starts at 4:30, Larry Way, 446-4717, larrysmway@aol.com

Heron cruise Canadian Tire Cruise Night, Canadian Tire, Heron Road, Ottawa, 224-9930,

Sep-26, Cruising Into Fall, 1310 Oldies, St. Laurent Mall, Ottawa, 11:00 to 4:00, Larry Way,

Sundays:

British Breakfast, Broadway Rest., Hwy # 16, Broadway Rest., Hwy # 16, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

Classifieds

Wanted

Wanted...TR6 storage (short term/long term) beginning approximately April/2004 and onwards. Must be in the west end of Ottawa/Nepean. Should be secure and covered, in/out access. Residential or commercial. Reasonably priced if you or someone you know can help, please forward any info to Chris Marshall cmarshal@magma.ca, Tel. 613-825-2683

TR3 wheel wanted. Please call Wayne Mercer at 613-792-1252

Wire harness for TR6

I am a St Louis area tr6 owner and I am trying to find a replacement for the burned up today wire harness on my 74 and in the hopes of repairing this minor catastrophe sooner than later.

Don Nelson at donelso@siue.edu

For sale:

1976 TR6, white, complete rebuild in 1991, 9.3:1 lead-free head, piper cam, 6-in1 header, Triumphtune big-bore exhaust, Triple DellOrto's with K&N, Oil cooler, recently rebuilt overdrive transmission, roll bar, tube-shock conversion w. Konis, asking \$ 15 000.—o.b.o. Martin 613 -851-7909, e-mail harasek@rogers.com

1997 Land Rover Discovery SE7, green, 170.000 km, all Power Options, dual Sunroof, Leather, Towing Package, safetied, asking \$8250.00 Martin (613) [851-7909](tel:851-7909) harasek@rogers.com

TR6 parts for sale

I have 2 car's worth of tr6 parts, too many for my own use. Both cars were around the 74 era. Parts available are engine, diff,boot,bonnet lids, hard top, all the normal electrics,etc. Would anyone in the club be interested? I live in Fergus, cell phone # is 519-766-7956 or home 519-843-2215. Colin Williams, colinwilliams@harlockschoultz.com

Custom car/ATV / utility trailer, 13 feet by 5 feet 10 “. , diamond plate runway, beaver tail, front storage locker, 35 000 pound torsion axles with all electric brakes, D-rings, back-up light, low profile [5 feet by 6 feet], ring top, 25/75 R15 tires. \$ 3 800. --Sean Hennessey, 613-830-0121. Also Sprite hard top for sale.

71 TR6 for sale in great looking condition. The paint very good (red) with black interior. The top probably original but the plastic windows are all clear, wood/top dash looked as though it was brand new. While it is listed in the auto trader the vendor said the price was "Very Negotiable. TEL # 541-0147 ask for Ed

1980 TR7 Spider for sale: The TR7 Spider was a limited edition TR7 sold only in the USA. Only around 1400 were made. It has black paint with reflective red pinstripes, factory mag wheels and air conditioning as special features. This is an excellent running TR7 Spider, with approx 75,000 miles (120,000 km). Everything works, including A/C. Many replacement parts in recent years including shocks, bushings, ball joints, tierod ends, head gasket and all valves adjusted, new timing chain, gears and guides, water pump. Recon radiator. All that remains is exterior painting. Nothing to hide, solid body. New 185/70R13 tires on original mag wheels. Located near Manotick, Ontario. Asking \$CDN 3500. Drive it as is, or put some shiny paint on! Many, many spare parts also available. David 613-822-1315 or email at dhuddleson@sympatico.ca

TR parts for sale.

TR6 : tied rod ends, ball joints, water pump 72-74, cylinder head kit, manifold gasket, clutch plate cover, clutch plate, One set used fibreglass fenders,

TR4/4A: Tie rod ends, clutch plate and cover, ball joints

TR3/3A Tie rod ends,

GT6 caliper kit, ball joints, rear trunnion kit, trunnions left and right, water ump Mk1-3

Spitfire: Water pump for Mk1-3, rear trunnion kit , trunnion left and right, muffler, brake master from 76 on

Brake shoes 67 on, brake pads from 67 on, dist. covers, tail lens.

Assorted rotors, points, condensers etc. for most TR's.

Tom Hollington- Sawyer 613 258 0234 asawyer@magma.ca

1976 Triumph Spitfire (convertible), restoration project. 4 spd manual. Top has never seen the road, in excellent condition. Motor was running well 5yrs ago. Frame is solid, body needs work, some has already been done (batt tray, floorboards). Most of the parts are there - all lenses, body fittings, wheel centers, gauges, etc. It must sell. Asking \$1,400 or b/o. 705-321-8328 pontiacracing@sympatico.ca

TR3 A O60 For Sale \$24,500 Professionally restored, including side curtains; new tonneau cover; new roof; new radiator; re-built generator and starter, includes Shop Manual. Excellent condition and runs beautifully, never driven in rain! Tel: (450) 827-1132, Ron Jamieson, etage@mblink.net

Triumph TR6 1975:*REDUCED PRICE***** Must sell to free up space in driveway; Red Ferrari / Tan. Original engine with only 66Km. Completely restored (frame-up) in 2001: New paint, new interior: seats, carpets ,solid wood dash, new roof, chrome redone. Pictures and receipts available. Total cost exceed \$22,000 Cnd. Professional estimate @ \$18,500 Cnd Car located in Montreal, Canada **Asking for \$17,500 Cnd** : Call 514- 745-4029 or email : jmp1010@hotmail.com

1978 TR7 - 2 Door Coupe For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

1972 TR6. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

1975 TRIUMPH TR6 (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

Vredestin summer black wall tires, Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking \$250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. lisagrand@rogers.com

1974 TR-6 in original condition. Original Paint, good mech. 92,000 miles, asking \$12,000. Lynsueboyd@aol.com

Rostyle Wheel Trims (3): For Vitesse MK II 2L or GT6. Offers to 613 851 9967, pmorris@sciplan.com

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

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 Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

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