



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April 2005

Letter from the editor

It seems as if a contagious affliction has invaded the OVTC as of lately. It's called 'GT6 disease'.

It started out a few years back when Andre Rousseau first set eyes on a GT6 Mk1 for sale in a garage somewhere in Ottawa, bought it on the spot and almost immediately began to disassemble the car to tackle a complete restoration. Andre, at the time, had decided to follow in the footsteps of Mike Graham who had taken on the same battle on a GT6 Mk2 in his Kemptville garage.



As we all know, Viv Kaye, some times earlier, had committed the 'almost unspeakable' by selling her GT6 and opting to venture into the world of Corvettes. Needless to say, from that day on, the 'Vette' became the mascot of the Triumph club and was the leader of the pack at every Triumph Club outing. Club drives will never be the same without Viv's red Corvette tempting the Triumphs for a chase.

Next person on the GT6 list is our dear member, Greg Browning, driving a GT6 Mk3. We wish we'd see more of Greg and his beautiful car, but we only spot him once in a while at a car show.

Last year, Peter and Judy Jeffries also had decided that an MK3 must be a part of their fleet and one day surprised the membership, arriving at a club meeting in a nice GT6. However, due to priorities of the resto of their TR3, the car is sold now.

Two years ago Wilf, always having been a lover of this Triumph make, gave in to my long plea "one must have a GT6 and 1,500 working hours to restore one is just fine and dandy and no problem whatsoever" agreed to let me pester Mike Graham long enough to sell us the 'project' and we've not had a day's of rest since... all smiles

Mike Graham, however, now GT6'less and going through the motions of withdrawal syndrome, found himself unable to live without the headaches of a second Triumph in his life and was even trying to talk Wilf and I into selling the 'project' back to him. When this failed, he searched the North American continent for another GT6 to purchase, hopefully in better condition than his first one. He found a nice little MK3 in excellent condition in New York State, just across the border. But now, we have another GT6 afflicted addict in our midst.

Bob Holmes discovered a wonderful little Mk3 abandoned in the yard of at a body shop. Trees were already growing through the front of the car and it was in a sad shape. But this didn't hold Bob back from the rescue of the long, lost child. Bob has taken on a complete restoration of this car and, besides restoring many components, the engine is already done. He's ready to tackle the body work. Read about Bob's engine work in this issue.

Oh yeah... almost forgot... It was nice getting together with everyone at the March meeting. Great to see our new membership chair person and treasurer, Tim Dyer, fiercely guarding the club's check book. We were entertained by a video of Michel Pilon's Spit drive, taped last summer by Andre. Andre also put together a slide show of last years Gatineau Fall Tour, a nice reminder of the wonderful club drive we all enjoyed so much. Plans are made for many summer outings and, no doubt, Don will keep us driving and showing off our cars all summer long

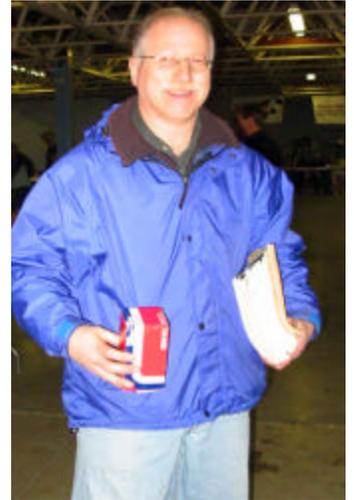
John Eckland informed the club that Rick Crawford had compiled a CD of valuable TR6 information. Rick has generously offered this information to anyone who's interested in it. Please contact Andre Rousseau for a copy of the DC.



Paul McDonald
Selling his MG parts.
Good man... ☺



Fran Wright and Bob Thomas



Sid Wosnica

Spring has sprung in the Ottawa Valley, so start polishing. See you on the road.
Cheer Liv

PS. And, just to prove my point reg, the affliction, just when I was finished writing this message I received a message from Mike Ogilvie informing me, that he's just purchased an 72 Mk3 GT6 from somewhere in NY...read below....

What can I say??? It's a disease, I'm telling you....It's a disease!!!! ☺

Letter from the president

Well, spring has finally sprung. Although that snow is melting just beautifully, I'm not quite ready to believe that we have seen the last of it for this winter. I recall a spring 2 or 3 years ago where we had some 30+ degree weather in early April and a friend of mine opened his pool. Then we had a dump of about 30 cm of snow. I was over at his place shortly afterwards, and it was quite a sight seeing that open water surrounded by the deep snow. Still – all predictions of doom and gloom aside, it should soon be time to get the cars out on the road again. The rain of the last few days should have helped to clear away the salt...



We are planning our first driving event of the new season on Sunday April 24 for anyone interested. The rain date for this will be the following Sunday May 1. We won't make this too difficult a run for the first event of the season – it should just be a nice drive in the country to shake the winter blahs. Hope to see several people out for it.

With a bit of luck, we'll have a few people out with their cars at the next meeting and can do some tire kicking before we go inside. We actually had 2 hardy souls out at the last meeting, Dave Huddleston with his TR8 and Mark Russell with his recently acquired TR7 – a great looking car, Mark.

Thanks to Andre for his excellent work to put together an audio visual show for the March meeting capturing some highlights from last year's driving season. If that isn't motivation to get out there in the garage and get that car going again, I don't know what would be. We also enjoyed Bob Holmes pictures and presentation on his engine rebuild project. Michael Shore from Global Automotive also came out to let us know a bit about their operation. He and his partner, Michael Doherty have been working on British cars for a long time. They are offering a 10% labour discount to OVTC members to entice us to bring more business to them. They have had a long standing relationship with the Jaguar club, and our now extending the offer to us as well.

We have received a request from the Manordale Community Centre building coordinator to help them with their community day on Saturday June 4. They are asking for us to have a group of Triumphs in their parade through the neighbourhood, and then for us to park the cars in the boarded area next to the community centre building for a while so people can get a better look at them. The City of Ottawa is changing the way groups like ours get access to facilities like the Community Centre, but the Manordale folks are generously going to grandfather us under the old rules since we have been there for such a long time. We would not be able to afford to use the facility under the new City of Ottawa guidelines, so I think it is in our best interest to support them in this request. We'll have more details and a reminder on it later, but the basics are a start around 10:00 am on Saturday June 4, followed by a 30 odd minute parade, and then park the cars for 30-45 minutes. All in all, it should be about a 2 hour commitment to help them out with this. Please consider it.

Not much to cover this month on the plans for the All British Car Day, since I already talked about the March 1 meeting of the ABCD working group in the newsletter last month, and our next meeting won't be until April 12. I'm sure there will be more information to share at our April club meeting, and by the time it comes to do a write-up for the April newsletter, we will likely have had 2 more meetings of the working group. We have put together a 1 page flyer to help advertise the event, and Frank Rizutti from the MG Club handed out about 50 of them down at the Kingston AutoJumble on the weekend. One thing we can show you now is the website. It is up and running at www.britishcarday.ca. It will continue to evolve and grow over the coming weeks, but there is finally some useful information there for people to see – so get out there and talk up this show amongst your friends in the car community. We will be having a joint event with the Jaguar club in June, but there will be a reminder about that in the May newsletter.

Our next club meeting on April 26 will again be at the Manordale Community Centre building. Usually I try to let you know in this newsletter what our presentation topics will be, but unfortunately I'm not certain yet for this month. We have extended an invitation to a very interesting speaker but haven't heard back yet from him regarding his availability. We have some other ideas for topics, but will have to see what happens. As usual, there will be time for anyone would like to show and tell anything about their winter projects or any other related activities.

See you on April 26.
Don LeBlanc

Letter to the editor

Hello Liv and Wilf and all our friends at the OVTC,

We hear through the grapevine that spring is finally in and around Ottawa. Those are days I must admit I miss, spring skiing and the prep and anticipation of running the TR. I will (and already do) miss the sounds and excitement of driving a



true sports car. We have what they call a sports car here in Grand Cayman, a convertible Mustang, but we and you all know that it really isn't, although it is fun and certainly suits the climate here. Before long we'll have the top up and the AC on during the day and the top down in the evenings, from what we hear of the upcoming summer heat.



We have searched high and low for sports cars here, you know, the true vintage type. They are rare, I have seen both a TR6 and a Spitfire although both were parked and looked like they were undergoing overhauls. There are a number of new MG's around, they resemble something Italian perhaps and are, if nothing else, cute. Last Sept. Hurricane Ivan hit the island hard and demolished some 10,000 vehicles either by flood or by high winds. One of the pics attached shows what happens when an MG tries to stand up to the awesome power of a cat 5 storm!

I have also discovered a "new" model of Triumph (pic attached). It is a grand behemoth, many of which arrive in port each day.

That's our report from the tropics, good luck to all those with their current projects and to those with turn key anticipations later in the spring, Good Luck!

Ed and Vivien Kaye, Cayman Islands

Hello Liv,

An entertaining newsletter as always, the continuing saga of Triumph engine development makes for some interesting reading. It's stories like these that make you realize what owning a car with character is all about. I could care less about the origins and development of my Isuzu Trooper's mill, but when it comes to the Spitfire's, now that's another matter!

We've just recently completed our move to Perth, from the Athen's area, and a great feature of our new home is the single car garage. Since it's far too small for our family hobbies (woodworking and Triumphs), a new garage and shop is in the works for this spring. So at our household, the work isn't going *in* an OVTC garage, but rather around the raising of an OVTC garage.

The '78 Spitfire is going to have to learn to share its accommodations because we've just purchased a 1972 GT6 Mk III. Taking some inspiration from Mike Graham, I located this car in New York state, and over the Easter weekend, made the trip down to check out the car with my oldest son Brock as navigator. While not the pristine example scored by Mike (nor the excellent price), it seems like a pretty good value for the money. I'd looked at several in Ontario, and this was definitely the best buy. Now begins the ordeal of getting it through customs, although so far both Canadian and American Border folks seem both amused and entertained by the whole thing. Do they know something I don't?

So thanks to the Easter Bunny (who knew lagomorphs liked LBC"s?), it's going to be a busy spring.
Mike Ogilvie

Welcome new members

I have the pleasure of welcoming two new members into our group this month. Please welcome Brian Burgess of San Diego, CA. Brian owns a 75 TR6 which is located in Pembroke.

Also joining us is Martin Burt of North Gower who is looking for a TR6. It's nice to have us with us and we hope to see you at many club events this season.

A driver's point of view.

By Michel Pilon

In dirty old coveralls and helmets, we qualified...., we raced with white knuckles...., we fought for position...., and in the end nobody won. There were ten cars on the starting grid, eight from our group and two unknowns. Five more joined in for a short run after our 1st lap. Competition was fierce among the group. Paul Beard and I fought a good number of laps

for 1st or 2nd position, I'm not certain which, but if you read on you'll see why. Wayne Mercer retired somewhere around the halfway mark, cause unknown, although media reports suggest it may have been motion sickness. There were a number of cars off the track at various times of the race, which inevitably resulted in yellow flags and race delays. Onlookers were amazed and in awe of the speeds traveled. And as if the tension and excitement of the race was not enough for both spectators and drivers, with ten laps to go and Paul in my dust, the electrical power in the building went out. A little Scary it was, if you can imagine how racing can be in the dark. The race was stopped quickly as everyone came to a halting stop. The karts were turn off while Top Karting race officials investigated, and while all this was happening all I could think of was that the race results would be lost, and right I was. Anyway, with the power restored the race resumed and with Paul on my back I got stuck behind one of the unknown drivers in kart number 15 for no less than 6 laps. Driver 15 was all over the track and was determined not to let me by. What with my patience running out, I decided to take number 15 on the inside as he went wide on the final corner only to find myself slammed into and into the wall I went. The race was yellow flagged once again and my broken kart was moved off the track. The race resumed only to end after four more laps.

Good fun was had by all. A thank you goes out to Jeff Jury and his son, Paul and Wendy Beard.

Lost and found

The restoration of a GT6 Mk3 By Bob Holmes



I found it in the yard of a local body shop in Nov.2003. It sat there looking sad and I knew I wanted to rescue the GT6 and make it my project. It is registered as a 1972 GT6 Mk3 V.I.N.# KE12073Y. (I discovered later that the actual V.I.N.# is a KF series not KE as registered. More on that later) Apparently, the owner parked it there in 1991 and never got around to doing anything with it. It had a 1987 licence plate validation sticker on it. The odometer reading is 25,475 miles. I can't verify this but judging from the condition of most of the parts I believe it is probably right. I brought it home and started stripping it down in Dec 03.

To free the garage for the winter car, I lifted the GT6 body tub on a rack over my Spitfire 1500. It looks a bit scary, but it works. I call this method Stack "o" Triumph and this is the second winter I have done this.



In Sept. 2004 I got around to checking out the engine. As found, I could turn it by hand and it had oil (dark but not to bad) and clean coolant that tested good to -35 degrees. Pistons & rods, crankshaft, &



camshaft all looked pretty good to my untrained eye except for some discoloration on the lower end of con rod (second from left). The bearing on this one was not as snug in its seat as the others.

I took the disassembled engine to the machine shop for an estimate. The shop said that while the cylinders and most other

measures were within tolerance they did show some wear and they recommended; Bore & honing the cylinders, line boring the crank journals, grinding the crank, replacing the camshaft and followers, replacing all the bearings, replacing the intake valves (because one was out of true), replacing the valve guide liners, and resurface the head. I spent a week or two talking to quite a few folks and ended up agreeing with the machine shop. I had them do the machining, install the valves and guides, clean and check the block for cracks. Then I brought it back home & down into my nice warm, dry basement as a winter project. I bought the recommended parts and used plastic sheeting to create a clean room to keep dust out.



Jan 6, 2005 I starting to re- assemble. The camshaft keeper gave me some grief but the machine shop and contacts on the net helped me solve that one.

Feb. 2 I worked on the rear seal, Feb 6 Ready for piston going in. Notice the old ones are flat top, the new ones are domed. This was a surprise when I received the new pistons.

Upon investigation I discovered the KF prefix in the V.I.N.# shows this to be a low compression engine built for the United States market, not the somewhat higher compression Canadian version. With a lot of help (over the internet) from the experts, I was able to conclude that I could use the domed top pistons I now had and get back the Canadian market

compression ratings. Special thanks to Paul Tegler and John Kipping on this project. Feb 10 head goes back on. Feb. 23: masking to paint with "Dupli Colour" Cast Coat Iron DE1651, (\$6.99 at Canadian Tire)

All done. Now it just needs a car to go in. I have all the mechanical parts cleaned and restored. The engine is done. Now it's time to start on the body work!!

Full circle

By Liv Haasper

It's March 20, 6 minutes after midnight, and I know why I can't sleep because spring has just arrived to wake me from my long winter's sleep, to remind me that this is the day I've been waiting for since my beloved Spitfire had been laid down to sleep in her garage. I had lovingly covered her up with my favourite soft blanket, making sure no flake of dust would settle on her shiny paint, promising her wonderful days of spring driving ahead just as soon as the cold season is over and the road are open and inviting for cruising under a sunny sky.

Tonight we came full circle. Equinox - when the hours of the night are as long as the day and the sun sits high on the horizon, warming the earth and warming my heart- making me realize that this is the beginning of the driving season, the day she and I had been waiting for all winter.

My trek through the sleepy house takes me into the cold garage and there she sits, patiently waiting in her old fashion glory. Unlike myself, she's never complained about the long wait. She looks content in her quiet beauty, her headlights smiling at me in her old familiar and convincing ways. I close my eyes and hear a voice whispering to me:

"Remember our last fall drive during hurricane season when we raced along that dusty country road and the wind nearly carried us away? Remember when we came home late that night after the party, when the rain came down heavy but we were too tired to put up the soft top and were engulfed by water and mud but laughing all the way? Remember the picnic by the lake when the moon rose behind the mountain and turned the water into a quicksilver pool of reflections and we didn't want to go home? Remember? Do you remember?"

Tenderly I remove the blanket, faded roses of red's and green's, from her rag top and gaze through the window. I notice the bear Glen, the mascot of the Watkins's Glen vintage races, still standing guard over the instruments. He's also been waiting for the command for action. A thin layer of dust had snuck into the inside of the car and is covering the black interior, but it's all still as I remember it; the gleaming wooden dashboard, the leather-covered steering wheel, the baseball cap a friend gave to me, my tapes still strewn on the passenger seat and I can almost hear the hot electric guitars of the rock group "Rush" screaming from the speakers:

*"Down in his barn my uncle preserved for me, an old machine-For fifty-odd years,
To keep it as new has been his dearest dream.
I strip away the old debris, that hides the shining car,
A brilliant red Barchetta, from a better, vanished time. "*

Yes, the time has come to fire things up, to get prepared for the driving season, to bring back to life my dearly beloved old car. Tomorrow morning, to celebrate the beginning of the spring, I shall clean and polish her. The long wait has come to an end. I shall put air into the tires, I shall attach the battery and get the electrics working again, I shall get ready for the new driving season.

With renewed spirit and hope I tear myself away from my beloved Spitfire and now, cold to the bone but walking with a somewhat lighter step, I tip-toe silently back through the quiet house and crawl back into bed. "What 'ye doing up?" He asks, "What time is it?" "It's spring time" I answer happily and contently just before thoughts of the Firefly and I driving down a dusty country road transport me into dream land. Another winter has passed by, we've come full circle.

Just for laughs

Subject: Blabber-mouth.

A police officer pulls over a speeding car. The officer says "I clocked you at 80 miles per hour, sir."

The driver says, "Gee, officer I had it on cruise control at 60, perhaps your radar gun needs calibrating?"

Not looking up from her knitting the wife says "Now don't be silly dear, you know that this car doesn't have cruise control." As the officer writes out the ticket, the driver looks over at his wife and growls, "Can't you please keep your

mouth shut for once?" The wife smiles demurely and says, "You should be thankful your radar detector went off when it did." As the officer makes out the second ticket for the illegal radar detector unit, the man growls at his wife and says through clenched teeth,

"Damn it, woman, can't you keep your mouth shut?" The officer frowns and says, "And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine."

The driver says, "Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket." The wife says, "Now, dear, you know very well that you don't have your seat belt on. You never wear your seat belt when you'r driving." As the police office is writing out the third ticket the driver turns to is wife and barks, "WHY DON'T YOU PLEASE SHUT UP?"

The officer looks over at the woman and asks "Does your husband always talk to you this way, Ma'am?" (I love this part) "Only when he's been drinking."

Tech stuff

Rubber vs. Urethane bushings

Question:

With all this talk of bushings - original rubber/urethane/metal/etc. it got me to wondering. My car has a "firm" enough ride with the 26 year old rubber bushings - not sure I'd want to go to urethane (even if it does make the handling razor sharp). The car handles well enough for the street driving I do, and I autocross so seldom these days. But I can' help but wonder - If I go to all the trouble to replace bushings, are there rubber bushings that will be a bit more firmer (and more durable) than the original rubber, but not as firm as the urethane?? Or am I completely misunderstanding the point of urethane bushings...?

Answer by Ted Schumacher of TSIImport

As someone who designs and has suspension components made, please let me jump in. First of all, forget about bushing material, ride characteristics, etc. Look at what happens to the suspension on the car. You turn a corner. The initial force of the turn is transmitted to/through the steering rack. This loads the rack bushings as they try to keep the rack located. The turning load, force of the pavement against the tire, etc. is transmitted to the suspension. A-arms in the case of the Spit/GT6. This in turn transmits to the spring and shock. When the event is completed, the load goes back to zero until you initiate the next turn.

Now you have the suspension located by bushings. These can be solid - no give and used on race cars, stock rubber, or something in between. In this case urethane. If it's a solid bushing suspension, there is no give or compliance. Very desirable in a race car because the car needs to be predictable, i.e, the same result for the same input, Period!!! So we forget solid and go to something with give. The rubber bushing works OK. However, when you have the car loaded to a certain point, the rubber bushing will become a solid bushing. You have used up all the give in the rubber so it is now a solid bushing. Great, except, this doesn't always happen at the same time or load. So the cornering results, or steering results are different. A urethane bushing will also become a solid bushing when you load it to the an extreme point. The difference is, the urethane will "give up" at the same time so results are predictable. The other day someone said they installed urethane and the car became noisy or had a vibration. The noise or vibration was already there. You just didn't know it because it was masked by the rubber. The urethane did not cause it to happen. Our urethane applications and prices are listed on our website.

Ted

Answer by Nolan:

Urethane bushings can be made in all sorts of harshness, and softness. Most folks equate them with being firmer then generic rubber, and they are marketed as such. But they don't have to be. Lots of folks also equate colors with hardness, but they are totally unrelated. A few manufacturers cater to them though, and as a matter of convention may color code their own products, at the moment, if they feel like it, and don't change their minds.

Interesting, Europeans do not go for the hard urethane that the Americans tend to go for. I would be concerned about the quality of new rubber bushings. I've had a lot of replacement rubber pieces break down in a matter of months. This does not please me, and I would not consider that an acceptable replacement part.

Nolan

Triumph /Brewer Tip of the Day.

Brewing and Spitting

I heard you can rig the oil filter unit to your keg system, so when you are done with your secondary fermentation, you can pump your beer through a clean oil filter, and have a clean filtered beer as a result. I've never tried it, but I bet it will work. Also, now is the tip to order your hop plants. (Rhysomes)

Bruce Bennett

73 Spit, 75 TR-6

OVTC Cooks

Out-of-this-world-chili

by By Don LeBlanc

2 Tbsp plus 2 teaspoons extra virgin oil
1 onion sliced
1 carrot diced
1 red pepper, diced
3 cloves garlic, minced
One 19 once [540 ml] I can black beans, drained and rinsed
One 19 once [540 ml] can kidney beans, drained and rinsed
One 28 once [796 ml] can plum tomatoes,
2 tablespoon [25 ml] tomato paste
¼ cup [50 ml] medium salsa
2 Tbsp. plus 1 teaspoons [30 ml] chilli powder
1 teaspoon cumin
1 teaspoon oregano
1 teaspoon basil
One 12 once [340 g] package Yyes Veggie Ground Round

1. Heat a large pot. Add the oil and onion. Sauté until the onion is translucent, about 3 minutes.
2. Add carrot, red pepper and garlic, Sauté 2 minutes.
3. Add black beans, kidney beans, plum tomatoes, tomato paste, salsa, chilli powder, cumin, oregano and basil. Bring to a boil. Reduce heat, cover and simmer 20 minutes or until the diced carrot is cooked.
4. Bring to a boil. Reduce heat , cover and simmer 20 minutes or until the diced carrot is cooked.
5. Add the package of Yyes Veggie Ground Round and heat through. Serves 8 . Prep. 30 minutes.

Calories, 248, Protein, 15.8 g. Fat. 5g. Carbohydrate 36 g.

Clean up and get ready for spring

By Fred Thomas

Copied from the Spit list

For under hood/chassis and frame I use "Simple Green (diluted 3/1) and my pressure washer, I remove all 4 wheels and go to work.

For the paint you must rinse under high pressure (pressure washer is O/K) very thoroughly 3 to 4 times to remove all dirt, then a wool mitten with a good auto washing liquid, do this a section at a time (hood, one fender, one door) and rinse good, "DO-NOT" use a chamois , wash the car dry, remove the hose end and turn the water pressure down and run the end over the surface washing the water away, (it works trust me).

Use a good "Clay-Bar" and Maguires "Quick-Detailer" to remove all old wax and hidden/buried contaminants, do this one section at a time, 1/2 hood, one fender, one door, et. etc

I like "Klasse" cleaner and then "Klasse" High Gloss Sealant Glaze "www.properautocare.com, this product is amazing



with the ease of applying and removing, I use only "Micro-Fiber" applicators and towels, these are available from "QVC" and other sites on the net, very inexpensive for the results.

My experience with waxes are as follows

1- Klasse High Gloss

2- Auto Glym Super Resin Polish & Auto Glym Extra Gloss Protection

3- Maguires # 7 Show Car Glaze

Interior: use any of the spray cans of carpet cleaner foam and again vacuum dry, "Lexoyl conditioner" on the seats doors panels and dash, then Lexoyl preserver on same

NEVER use "Armor-All" as this dries out the oils in the material and leads to cracking and quick deterioration of the interior.

Tires brush wash and Maguires tire black , white walls I like Westley's WSW cleaner(don't forget the backside of the tires)

Door jam: "Maguires Quick Detailer"

White top a mixture of warm water/Ajax/clorox, use a wooden floor brush and rinse as you go.

Chrome= PPG # 579 metal cleaner diluted 5 to 1, spray on and keep it wet for about 2 minutes, rinse and then use windex and Maguires Polish.

This is a once a year chore, the rest of the year just wash and use quick detailer where needed (trailer Queens once every 5 years).

Now you are ready for a nice neighbourhood ride to be very proud of your Triumph?

Events

for more OVTC and other car-related events in the planning stage check out web site <http://www.ovtc.net/>

April, 15 – 17, Toronto International spring classic car auctions, <http://www.rmauctions.com/>

April 17th. Ancaster British Car Flea market and Car show, Ancaster, Ontario, [http://www.ahcso.com/FleaMarket/Ancaster Flea Mkt.htm](http://www.ahcso.com/FleaMarket/AncasterFleaMkt.htm)

April 20th – 24th. Spring at Carlisle. More info - (717)243-7855 <http://www.carlisleevents.com/>

April 22 -24.Speedorama Ottawa, Show cars and motorcycles, Ottawa Civic Centre

April 24th. first OVTC driving event to be arranged, please check the OVTC website.

April 26th. OVTC meeting, 7.30 Pm Manordale community centre

May 15th British Only Auction,,Showing from 9:00am Saturday and Sunday. Auction Bidding begins 11:00am Sunday. Please visit:www.kmrestorations.com Refreshments, food and facilities on site. WHERE: Caledon Creek Farms, Orangeville, ON HWY.9 east, #207393CONTACT: Ken Mason 519-942-1722 for more information.

May 22nd. Smiths Falls Car Show / ACCC / 2005 , Lombardy Fair Grounds, Ontario, Just outside of Smiths Falls More info - Jack Paul / 692-3293

May 24th. OVTC meeting 7.30 Pm, Manordale community centre

May 28 / 2005 Duck Race Car Show / 2005 Hooters Restaurant, 101 Robertson Road, Bells Corners, 9am to 6pm More info - John Egan / 298-2324 motornut@hotmail.com motornut@hotmail.com

May 28th. to June 5th. British car week <http://www.britishcarweek.org/>British Car Week has become an annual tradition that occurs during the last full week of May. This celebrated week has been chosen as a commemoration for the

wonderful British automobiles of the past, and their enthusiastic owners, who have so proudly kept them maintained for all to see and appreciate many years after their production. This special week is intended for all British car owners to get their British cars out on the roads in their little corner of the world, and give them the exposure they so rightly deserve. While not only heightening the awareness of these charming vehicles for new enthusiasts, it will also help assure their preservation for many years to come for others to appreciate.

May, 28th . -29th. Toronto Triumph Club spring fling. Riverside Inn – Bracebridge. Saturday Banquet and Sunday Brunch \$ 44.—per person. <http://www.torontotriumph.com/>

May 29th. Oxford Mills Vintage motorcycle and car show. Info. Chris Bryant 613 989 3046

June 4 Community day at the Manordale Community Centre. Triumphs in parade through the neighbourhood, and car display at the parking lot. Please support this event. For the past years the OVTC has been graciously allowed to use the community centre facility for our meetings, now it's a good opportunity for the OVTC to express our gratitude by participating in this event.

June 5th. The Solar System 6th annual Show and Shine / 2005 Picton Ontario Fairgrounds. June 4th, 2005 Trophies, prizes, music, food / All Makes, June 5th, 2005 1st Annual Mustang Celebration. Trophies, prizes, food, music More info - Kevin or John / 613-476-7459 or [E-mail](mailto:)

June 7th 5.45 pm. A joint TR-Jaguar event at the Hazeldean Mall. We will be parking the cars together at the Hazeldean Mall cruise night, then go for a drive in the country (longer than last year), followed by dinner at the Cheshire Cat pub on the Carp Road (corner of Richardson Side Road).

June 14th. Hazeldean Mall Cruise night & dinner with the Jaguar Club TBA

June 5th. Byward Market Auto Classic, info Brenda Morel, 613 562 3325

June 12th 9th Annual Kars n Planes BBQ / 2005 Rideau Valley Airpark, Dilworth Road, 2 km East of Highway 416, Rain or shine event. BBQ from 11AM till 3:30 PM. Aircraft of all kinds . Antique, collectible and hot rods welcome, motorcycles too. Sell stuff out of your trunk or set up a table. Come early on Sunday to rope off a section for your Club type or do it on Saturday . More info - Dave Stroud / (613)226-7889

June 19th Antique Auto Show / AACO / 2005 , Billings Estate, Ottawa / June 19 / 2005
More info - David Tremner / 729-2474

June 24 – 26, 2005 Vintage Racing Festival, advance weekend super ticket [until June 22] \$ 30.—at the gate, \$ 35.—for more information or to order tickets please call 1-800- 866- 1072 or go online to www.mosport.com

July 1 Arnprior Canda Day Car show, info Art Smith 613 623 7825 <http://www.arnpriorlionsclub.org/>

July 3 Evolution of wheels, all makes and years, Museum of Science and Technology, info Tim Dunn, 613 729 9783

July 7 – 30, VTR National convention, Rockford Illinois

July 9th. Merickville Car Show

July 16th All British Car Day (ABCD) Britannia Beach Park. Showcasing all models and makes of British cars www.britishcarday.ca, admission \$ 20.--, included BBQ lunch for two.

July 16th –17th Summer time auto festival, all makes and years, Equestrian Park, Nepean, info Larry Way 613 446 4717

July 23rd – 24th TTC Canadian Classic Location: Kincardine, Highlights: Scottish pipe band, a pig roast, a draw for an airplane ride over Bruce County. Details to follow. Accomod. at Best Western, approximate rate is \$115 (yet to be finalized) <http://www.torontotriumph.com/>

July 30th Canadian Tire Annual Charity Car show for the Queensway Carleton Hospital from 10:00 am until 4:00 pm. at the Canadian Tire on Merivale Rd. in Nepean, Ontario. As always, entrance is free to all and is open to all vehicle ages and types. Hundreds of prizes, contests and freebies for all. This year, the winning ticket for the raffle a 65 Shelby Cobra by EVA Sportscars at the show. Hopefully someone at the show will be driving home with an extra car. No registration is required. www.carshowsite.com

August 7th Aylmer Auto Show, Cedar Park, Marina, Beach Park, info, P.J. Sylvestre 819 684 9406 or Boyd Somerville 819 684 1403

August 11th – 14th the Roadster Factory's Summer Party

August 21st Place d'Orleans Car Show, info Graham Mac Innes, 613 830 5207

September 5th Richmond Classic Car show, info John Egan, 613 298 2324

September 18th TTC Bronte Creek British Car Day 2005

October 1st. and 2nd. British Reliability run <http://www.mibrr.com/> **We're at it again** On October 1st, 2005, up to 50 vintage British cars will depart Marshall, Michigan, for a demanding 700-mile run through Michigan, Ohio and Indiana to raise money for charity. This run, the third annual, is titled "America's British Reliability Run" is an endurance run of sorts, fashioned after those run in the UK. They always benefit kids, this time, kids coping with cancer. The event is based loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so. It's not a race, it's merely a test of the drivability of our old cars. And this year, we're dedicated to helping a very worthwhile charity; the **National Children's Cancer Society**. This year's run features the covered bridges of Parke County, Indiana, some of the most scenic in America. Each team's goal is to raise US\$500 to help the NCCS continue their mission: "To improve the quality of life for children with cancer by promoting children's health through financial and in-kind assistance, advocacy, support services and education." It's through fundraising efforts such as this that those kids are able to get to camp. Last year we raised more than \$32,000 to help kids with diabetes get to educational summer camp. This year we're hoping to out do ourselves.

CRUISE NIGHTS

MONDAY

- May to Sept Manotick Village Perks, Manotick, ON. Contact: Hil Goldberg at 613-692- 5381
May 2 to Oct Napanee Valley Cruisiers, CTC. Napanee, ON. Contact: 613-354-2727 or mccaffery@ihorizons.net
May 30 Perth Home Hardware, HWY 7, Perth, ON. (6 pm). Contact: D. Muir at 613-264-0750 or Hank Doornekamp at 613-386-3033. E-mail at 50panel@ripnet.com

TUESDAY

- April to Sept Kempville Cruise Night. Rideau Restaurant, 7780 Old HWY. 16. "N" Kempville, ON. Contact: 613 -258-1456
May 3 Hot Rods & Harleys Cruise Nights, Spanky's HD, Peterborough, ON. Contact: 705-745-0421
May 3 Kanata/Hazeldean Mall, Kanata, ON.(Ottawa) R. Thomas. 613-836-3647
May 10 Malone Auto Club, Malone, NY. McDonalds. Contact: draville@starband.net or www.maloneautoclub.freesevers.com
May 17 (Opener May14,1.00pm), CTC, Hawkesbury, ON. Contact: 613-632-4407 or autohawk@hawk.igs.net
May ? Belleville, ON. CTC

WEDNESDAY

- April 20 Cornwall Olde Car Club, A&W Rest. Vincent Massey Dr. Cornwall, ON. 5:30 until dark M. Lemieux at 613-931-2087 or www.cornwalloldecarclub.com
May 4 to Sept l'Association les Voitures Anciennes de l'Outaouais at the Crocodeli Deli and Bar Restaurant, May to September, from 6-9 p.m. Contact: Charlene Commando at 819-663-5508 or ccommando@sympatico.ca
June 15, July 13

- & Aug 17 Cruise around town. Champlain Valley Cruisers. Contact: J. Seymour at 518-563-6657 or seymourd@westelcom.com
- May 11 to Sept Place D' Orleans Shopping Center, Orleans (Ottawa) ON. Contact: G. Macinnes at 613-830-5207 or goldvee@travel-net.com
- May 11 Gananoque, CTC. HWY 2. Gananoque, ON. Contact: P.Young at 613-382-7082
- July 27 Seaway Cruisers, Morrisette Park, Ogdensburg, NY. Contact: 315-344-7140

THURSDAY

- May 19 Smiths Falls, CTC. HWY 15. Smiths Falls, ON. Contact: 613-283-2145 or 613-283-1297
- June 02 Massena Dairy Queen, (6:00) Massena, NY. Contact: Randy at 315-769-6739 or moccin@twcny.rr.com
- May to ___ Kanata Centrum, Kanata (Ottawa), ON. Starts at 6:00pm, 4th Thursday of each month. Contact: R. Rutkowski at 613-591-6955
- May to ___ CTC Cruise Night, Picton, ON.

FRIDAY

- Apr 22 Cornwall CTC, Ninth Street (East), Goodtime Cruisers, Cornwall, ON. Contact: G. Nelson at 613-346-2408 or cnelson@sdcgcounties.ca
- May 6 Kingston, CTC. Cataraque Center, Gardiners Rd., Kingston, ON. Contact 613-372-2625
- May 3 Aylmer, QC. The Galleries, 3rd Fri of Month, till Sept. J.P. Sylvestre at 819-684-9406 or www.autoshowaylmer.com
- June 3 Plattsburgh, NY. Skyway Plaza, US. Ave @ Rte 9. Contact: J. Seymour at 518-563-6657 or seymourd@westelcom.com

June 15, July 13

- & Aug 17 Cruise around town. Champlain Valley Cruisers. J Seymour at 518-563-6657 or seymourd@westelcom.com

SATURDAY

- May 14, June 18
& July 16 Cruise'n at Monkey Joe's, Westgate Plaza on Carling Ave., Ottawa, ON. 4:30 p.m. - 8:00 p.m. Contact: Larry Way at 613-446-4717 or larrysmway@aol.com
- May 14 Opener, (Tuesdays starting May 17), Hawkesbury, ON. CTC. Contact: P. Sequin at 613-632-4407 or musique@hawk.igs.net
- May 8:30 am. British Breakfast at Broadway Rest. (HWY 16) H. Goldberg at 613-692-5381
- June 11 Stewarts Cruise In, 2nd Saturday of each month, June 11 to Sept 10, Intersection of Rte 56 & Rte 37, Massena, NY. Information: Randy MacDonald at 315-769-6739
- July 2 Main St. Block Dance & BBQ. Main St. Massena, NY. (6:00), Music by Agent 86. Contact: Randy MacDonald at 315-769-6739 or moccin@twcny.rr.com

SUNDAY

- May 1 (weekly to Labour Day), Outback Steakhouse, South Keys Shopping Centre, Ottawa, ON. Contact: Paul at 613-731-7577
- Sept 25 Cruise'n into Fall, 10:00 am to 4:00 pm, at Monkey Joe's at Westgate on Carling Ave., Ottawa, ON. Contact: Larry Way at 613 446 4717 or larrysmway@aol.com

Classifieds

Wanted:

Looking to purchase aftermarket wheels for my 1980 TR7 convertible. Interested in Alleycats, Panasposts, MiniLites, or even original TR8 wheels - preferably in good to excellent condition. Interested in either 13" or 14" wheels. Contact Jeff at 824-6630 (Orleans).

For sale:

1974 TR-6 in original condition. Original Paint, good mech. 92,000 miles, asking \$12,000. Lynsueboyd@aol.com
*Phone number 613-269-3604, please no calls after 9. 30 pm.

1968 Spitfire MK 3 for sale. Unfortunately I am of such an age that I can no longer get in or out of the vehicle without discomfort. If there is anyone in your club who is interested in purchasing this vehicle, I can provide details if requested. Name is Howard James, I live in Metcalfe and tel# is (613) 821 1579. Thank you.

TR7 parts for sale. Moving in late April , so must make room! Many different items available including new Unipart cartridge oil filter (GFE147), pair of TR7 front brake calipers, TR7 exhaust manifold, 3.90 rear axle complete with drums, pre-1980 TR7 radiator, TR7 A/C condenser & A/C hoses, brand-new Addco add-on front swaybar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bellhousing, brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil. Too many other parts to list. Call for more info, or to arrange a "viewing". David 613-822-1315 or dhuddleson@sympatico.ca

1974 Triumph TR6 PI, Black with tan interior and black convertible roof. Meticulous frame off restoration and conversion to fuel injection in 1985-87. 35,000 miles driven since then and has always been maintained in excellent conditions by British car specialist. Complete engine rebuilt including fuel metering unit, injectors and head conversion to unleaded fuel in 2003. Car comes equipped with overdrive, electronic ignition, original Triumph hardtop and Viper alarm system. Original shop manual and complete work history available since restoration.

Price: \$18,500 or best offer. Serious inquiries only. The car is in Montreal, Quebec. Contact Benoît Cloutier during the day at (514) 938-5995 ext. 145; evenings and weekends at (514) 762-1496; e-mail at bcloutier@sdklbb.com

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The club also publishes a monthly newsletter, ***Overdrive***, which is distributed to members and exchanged with other car clubs.

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, kingscreektrees@aol.com

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

OVTC Executive for 2004

President

Don LeBlanc Tel: 613-820-8680; E-mail: dleblanc@businessaccelerators.ca

Vice President

Jeff Patterson Tel: 613- 839-2891 E-mail: pattersc@dfp-mpo.gc.ca

Treasurer and membership

Tim Dyer Tel: 613-253-4126 E-mail: kingscreektrees@aol.com

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Please send submissions for ***OVERDRIVE*** to Livia Haasper, 6th line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-5742, e-mail wilivhaasper@sympatico.ca