



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June 2005



Summer time driving and the living is easy.....

Letter from the editor

It looks like summer is finally here. The Triumphs have been retrieved, polished and are ready for adventures. The weather has turned hot and because of this, for Wilf and I, car shows have taken second priority over boating on our nearby lakes. Anything to stay cool these days.

However, nothing beats those sun set cruises when the fragrance of lilacs in bloom drifts by while driving or when the warm summer wind doesn't cool you even after the sun has dipped behind the horizon.

Have a great summer and let's keep those Triumphs on the road.

Cheers

Liv

Letter from the president

I wish to thank everyone who participated in the Manordale community parade on June 4. We had some excellent weather and about 15 cars in the parade. I know the participation of our club was well appreciated by the organizers of the event. I was only able to join in for the last few hundred metres of the parade route due to some minor battery problems with the Spit that morning which caused me to arrive a bit late, and I was taking a bit of flak from the other OVTC members for almost missing it. Still it all worked out for everyone, and I really appreciate you folks taking the time out of your busy Saturday mornings to be a part of this event. If anyone has any pictures of the day, could they please send them to Andre for posting on our website?



As it is summertime and we are always looking for opportunities to do something a bit different, our next club meeting on June 28 is planned to combine a bit of driving with an interesting destination. We will meet at the Manordale Community Centre as usual, but please arrive with gas in your tank, and plan to leave promptly at 7:30 pm for an approximately 30 minute drive, arriving between 8:00 and 8:15 at the Swan for food and drinks. The Swan is on River Road, south of Manotick, at the intersection of Roger Stevens and River Road. It is a very nice venue and used regularly by the Jaguar and MG clubs, so we know they are “car friendly”. We'll have a small amount of club business at the pub, and then spend the rest of the time just relaxing and enjoying ourselves. If anyone needs a ride, I will have a spare seat in my car.

Don't forget about the upcoming Alymer cruise night on June 17. The details are elsewhere in the newsletter, but plan to arrive at the Galleries parking lot around 6:30 pm. We will be staying until about 8:00 pm, and then head over to Louis' place which is just a few blocks away.

We had a very successful cruise night together with the Jaguar club on June 7. Again, the weather was with us this evening, and we had great participation from both clubs at the Hazeldean Mall for the car show part of the event, and a couple of dozen cars went on the drive through the countryside, arriving at the Cheshire Cat pub for dinner around 8:00. We had about 25 people who stayed for dinner, and everyone seemed to be enjoying themselves. We have a few pictures which will be posted on our website soon. Thanks go to Alan Graves of the Jaguar club for organizing this second and hopefully annual joint event between the clubs. We are always looking for ways to expand the cooperation between the clubs, and are hoping to do something together with the MG club later this year. The details are yet to be arranged.

Planning for the All British Car Day on July 16 is in the final stages. At our last club meeting, a large number of people volunteered their time to help out at the event. A list of volunteers from all of the clubs has been prepared, and someone will be in touch with each of you in the near future to confirm your timeslots and responsibilities. Between the clubs we were able to get about 55 volunteers for the event day itself, so no one person should have to work more than an hour or so. You will have the rest of the time to relax and enjoy the day and the cars. We are also planning some evening festivities after the ABCD car show on July 16 at Villa Lucia on Carling Avenue. We are hoping that a number of people from various clubs will choose to stick around after the show and have dinner together and continue getting to know each other better. Villa Lucia has a nice big parking lot for the cars, so that shouldn't be a problem. Check out the show website for more details at www.britishcarday.ca.

See you on June 28.
Cheers Don LeBlanc

Letter to the editor

May 29th 2005 was the Beaconsfield Car Show, Near Montreal.
Michel Pilon and I drove down to see the show,
(nontriumphmotorizous)



It was a truly impressive display of British automotive history. From Singers to Minis it had everything you wanted to see. Michel was all hot and bothered about the orange TVR and a few MGB GT, Mike, Mike, Mike when will you learn, once you go Triumph... I shouldn't really preach my heart skipped a beat when I saw a wonderful looking E-type Jaguar in black. Oh simply to die for.

The weather was perfect, scenery great well worth the drive down and back. We spent over 2 hours touring the grounds. If you want to see any of the pictures from the show you can view them on my GT6 site.

<http://www.justdrive.ca/gt6/05/05-29/index.html>

André Rousseau

Flight of Two Spits

Summary for the May OVTC meeting;

So, it's 6.30 pm, Tuesday evening. Michel Pilon, Bob Holmes and I are getting ready to take a nice run up to the OVTC club house. Being short of a driving car, I'm resided to be a co-pilot/image tech. Good thing because I managed to capture a good number of Triumph Spitfire shots as we blasted up the back roads from Orleans to Nepean.

After a rather exciting drive we arrived at the clubhouse and a Triumph packed parking lot. Brian Mills was present with his shiny red TR4A; Wayne even came out in his TR3.

The guest speakers for the even were from the MCO rally section. Craig Hamm gave us a very detailed account of what road rallying is all about. The session was interesting and provided the OVTC members with some ideas about running in several upcoming timed events. I think, most of us are game as long as the roads are paved.

For pictures of the Spitfire flight and OVTC meeting images check out these links.

<http://www.justdrive.ca/gt6/05/05-24/index.html>

<http://www.ovtc.net/2005/05-24/index.html>

André Rousseau

So, what's the duty on a Ford Triumph GT6?

By Mike Ogilvie

Four people and a dog are not a good fit in a Spitfire, and still not a great fit in two Spitfires. When my wife saw a picture of a GT6 MKIII in Thomason's "Triumph Spitfire and GT6--A Guide to Originality" she asked what was under the lift back. I said "A flat parcel shelf."

"Well, we should get one of those and then you can drive your Spitfire with one son, and I can drive a GT6 with the other son, and the dog can go in the back" said my wife.....I love my dog.

The quest was on for a GT6, but the fall of 2004 proved fruitless. In early November an internet search turned up a MKIII in Nyack, New York...where ever that was. I chatted with the dealer, but Christmas and selling our house, followed by a move to Perth in March left no time to see the car. Finally, over Easter weekend, a trip was made to Nyack with my oldest son Brock as navigator. Nyack we discovered is about 8 ½ hours from Perth, although had I followed Brock's directions while en route, it probably would've been about 7 ½ hours. Brock thought New York State was OK, although billboards proclaiming "Arrested? Call Marty Johnson for legal advice at 345-5500" and "Vehicles transporting Class A & B explosives must exit at Route 11" had him wondering if all was right in the Empire State.

The car had its pluses and minuses (but mostly pluses) so an appropriate offer was made, and we headed home, pulling into the driveway at half past Midnight. The dealer made an interesting observation while we were scrutinizing the GT6. He asked if GT6's were a rarity in Canada because he had had seven inquiries from Ontario and Quebec about the car. On Saturday we received the good news that the car was ours. Ahhhh, now to get it home. Some things I learned...



- ? The Internet is a wealth of generally accurate info about importing a car in to Canada. That's no big surprise. The Canada Customs website was most helpful which is kind of a surprise.
- ? Each border crossing has different procedures and processes. A US Customs officer informed me of this when I called Alexandria Bay to get some information. The automated directory told me to call the Champlain crossing for info on importing cars. When I talked to the agent at that crossing and it came out that I would be crossing at Alexandria Bay, he immediately told to call there. "We do things differently at each border crossing, so call the one you're going to use", was his advice.
- ? Some US Banks aren't fussy about dealing with Canadian cheques, even certified ones. The fees can be wild, so wire the money for \$10 and sleep easy.
- ? You can rent a U-Haul auto transporter trailer (all four GT6 wheels safely on the trailer) for under \$200 with pickup near Nyack and trailer drop off in Perth. Beats the \$1.65/km that I was quoted by a transport company in Ottawa. It would've been over a \$1000 to use them. You need a class 3 hitch on the tow vehicle however.
- ? Pre-1973 vehicles in New York State do not have "titles". They have a transferable registration, much like an Ontario registration where the new owner gets half with the seller's signature upon purchasing the car. This bit of paper was just fine with US and Canada Customs, but not the Perth motor vehicle license bureau which demanded a letter from New York State confirming the car as from the state. Armed with a page from the NY State DMV explaining pre-73 registrations I entered the Smiths Falls license bureau ready for resistance. The clerk took the New York registration without question and I emerged about 5 minutes later with the GT6 officially an Ontarian.
- ? US Customs needs the original title or transferable registration 72 hours before you bring the vehicle across the border. Every customs officer reminded me of this. To keep things running smoothly, either get the paperwork to them yourself, or have the owner courier it to the border with a tracking number. My dealer cheaped out and sent it regular mail. Most customs folks checked for it in the stack when I called, but one demanded a courier tracking number and went so far as to tell me that the US Border does not receive "letter mail". The "arrested" and "explosives" billboards began to make sense.
- ? Passing through US Customs with the GT6 was a breeze, even at 11:47pm. The paperwork was in order, the customs officer checked the VIN against the door plate, papers were stamped, and away I went to face Canadian Customs. The US Customs officer was professional, polite, and asked me a stream of questions in a friendly manner that in retrospect verified my entire story. I hardly noticed the 9mm on his hip.
- ? Canada Customs was a semi-ordeal. The registration paperwork was in order but the customs officer seemed convinced that I was not declaring the real purchase price of the car—hey, it wasn't that great a deal! Thank goodness for copies of the bank wire to the US bank. Even still, every third question mumbled (and I mean mumbled) by the officer revolved around the price of the car and what had I paid again? The paperwork required was the original registration as verified by US Customs, and the original bill of sale. After paying the GST on the purchase price in Canadian Funds, we went out to view my "steal". On the way, the officer took a file folder from me that had various bits of info and documents I had gleaned over the past month, and proceeded to inspect every bit of paper. He then inspected the tow vehicle more than the GT6 and declared that I could go. Canada Customs gives you a form officially declaring the car as having been imported and paid up which you'll require when you register the vehicle in Ontario. Highlight of the Canada Customs crossing was this riveting conversation:

Customs Officer: Type of vehicle being imported?

Me: 1972 Triumph GT6 MKIII.

Customs Officer: Who makes it?

Me: The Triumph Motor Company.

Customs Officer: So they're not like, part of GM or Ford?

? The money part of the deal broke down like this:

US purchase fee converted to Canadian funds.

GST paid at the Canada Border on this purchase price. The Canada Customs officer asked if I had an appraisal on the vehicle. I said I hadn't as having a US appraisal would be of no value given the differences in markets between Southern New York State and Eastern Ontario. If the price had seemed out of line with the condition of the car I believe they can request an appraisal for the GST valuation. "So what is one of them darned ol' Ford Triumphs worth anyways?" PST was paid on the purchase price when I registered the car in Ontario, plus a \$10 registration fee.

? A surprise! I wasn't charged duty on the car when it entered Canada. As a car made for the US market outside the USA, it should have had 6.1% duty (for vehicles made in England) applied according to the Revenue Canada website. I guess there's still time to get a letter in the mail...

Was it worth it? Yes. But watch what you're paying for the car because the importation process adds a GST fee and possibly duty to the price of the car. That could be a 13% premium tacked on to the purchase price over a car bought in Ontario. Throw in gas, food, and vehicle transportation costs and things add up rapidly. In this case, I'm a happy buyer because the experience was very interesting, and I feel I got a pretty good deal on the best GT6 I had seen on the market in my price range. Something a little closer to home would be nice for the next time...

Tech stuff.

Dash Pot Oil

Question:

What, if anything, is so special about dashpot oil?
Does it make a big difference in performance?
What effect should one feel with a lighter weight oil?
How about a heavier oil?
What about multi-viscosity?

Answer:

Assume that the engine is tuned correctly, mechanically sound, proper timing advance, no vacuum leaks, etc. Then assume that the idle mixture is properly adjusted and you have the proper needles and jets and the carbs are balanced. Most problems are repaired right here.

The oil is the resistance through which the piston must rise to vary the mixture volume with engine demand. Natural induction--the low pressure (vacuum) created by the piston intake stroke--forces the piston to rise and the oil slows this movement.

Since air is lighter than fuel, if it jumps too quickly, the engine gets a burst of lean mixture and will stumble or hesitate. Try running with no oil--it should hesitate. If not, see first paragraph, it usually means you are running too rich.

In winter, you need to compensate for viscosity changes by running a lighter oil, like Marvel Mystery oil. Its similar to trans fluid. 3 In 1 is very light like sewing machine oil, and will be consumed quickly past the piston. Engine oils are substantially heavier from 20W on up, and can be used in summer to compensate for warmer weather.

Now bottom line: due to tuning, engine condition etc, many respond differently, so experiment. Just don't change anything else while you're doing it. You can do different oils on the same day, just blow it out or soak it up with a paper towel, so you can see the difference. If you see no difference with vastly different viscosity, something is wrong somewhere else.

Van Kirk, Auto Tech Service, Lexington, Ky
1965 Spitfire MK2, 'The Little Red Fox'



Enthusiast's Restoration Manual Series™

How to Restore Triumph TR2, 3 & 3A

By Roger Williams

Published May 2005 (UK)/May 2005 (USA)

ISBN 1-903706-15-7/UPC 6-36847-00215-2

£24.99 UK/\$49.95 USA

NOW IN FULL COLOUR!

Covers bodywork, chassis, mechanical components and interior.

Based on the real hands-on experience of five TR restoration specialists.

Tells the reader how to choose the project car, how to restore it on a do-it-yourself basis and what jobs to leave to the experts. Every aspect of do-it-yourself restoration covered, supported by over 450 colour photos/illustrations.

Explains how to create a restoration plan. Appendix lists specialist suppliers of parts and services.

CONTENTS

This book, which covers all Triumph TR2, 3 & 3A models, explains the characteristics of the different models, what to look out for when purchasing & how to restore a TR cost-effectively. As well as his own substantial experience and that of other amateur restorers, the author had the help of various TR specialists and professional restorers. All this knowledge, allied to substantial photographic coverage, allows Roger Williams to provide truly detailed coverage of complete restoration and good advice on how to overcome common problems.

SPECIFICATION

Softback. 270 x 207mm (portrait). 192 pages. Over 550 photographs/illustrations.

MORE INFORMATION

View sample pages and sample text on our website - <<http://www.veloce.co.uk>>

IMAGES

Cover images in various resolutions available from Veloce or can be copied from our website - <<http://www.veloce.co.uk>>. Press images available from Newspress <<http://www.newspress.co.uk>>

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FOR MORE INFORMATION CONTACT ANNIE ON 01305 260068/e-mail <annie@veloce.co.uk>

Note: All details subject to change.

Just for laughs

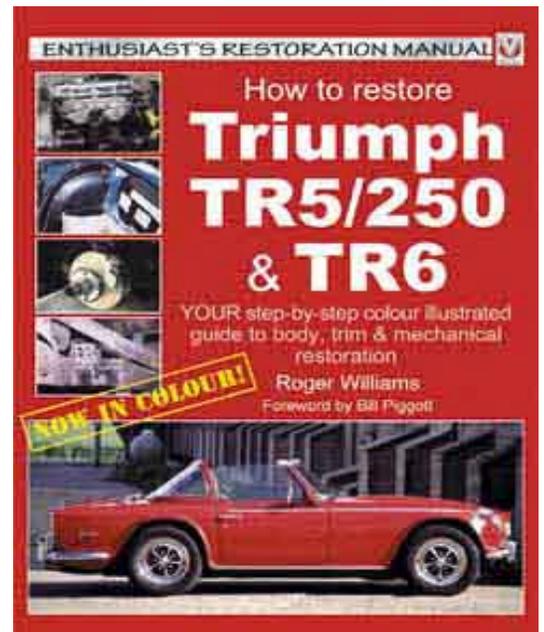
Here with are listed the "fastest 3 ways" for entering into a divorce decree

1- buying a British Sports Car

2 - buying very interesting/neat/unusual memorabilia for British cars

3 - "Book Marking" the sellers of those interesting memorabilia items for easy instant access !!!!!!!

And the judge said "decree granted" :) :) :)



A bought a new Mercedes convertible. He took off down the road, flooring it to 80 mph and enjoying the wind blowing through what little hair he had left. "This is great," he thought, as he roared down I-64. He pushed the pedal to the metal even more.

Then he looked in his rear view mirror and saw a highway patrol trooper behind him, blue lights flashing and siren blaring. "I can get away from him with no problem" thought the man. So he floored the accelerator and flew down the road at over 100 mph. Then 110, 120 mph.. Then he thought, "What am I doing? I'm too old for this kind of thing." He pulled over to the side of the road and waited for the trooper to catch-up with him.

The trooper pulled in behind the Mercedes and walked up to the man. "Sir," he said, looking at his watch. "My shift ends in 10 minutes, it's Friday, and I have the weekend off. If you can give me a reason why you were speeding that I've never heard before, I'll let you go." The man looked at the trooper and said, "Years ago my wife ran off with a Kentucky State trooper, and I thought you were bringing her back."

The trooper replied, "Sir, have a nice day!"

Update on the Calebogie race track opening

It looks like, due to some red tape, the paving of the track has been delayed until August 2005. This would mean that the track would not open until spring of 2006. So, the wait is on for another year.

Racing news

July 2-3, 2005 Motorsport of Ottawa Race School and Advanced Driver Schools at Shannonville Race Track.

<http://www.mco.org/cms/index.php?name=News&file=article&sid=14>

MCO Race School:

This Race School is intended for those who wish to obtain a novice race licence for Regional Racing in Ontario. In addition to the subjects and exercises covered in the Advanced Driving School, the race school curriculum covers topics such as race car preparation, driver safety equipment, car control, racing lines, braking techniques, race starts, competition flags, racing etiquette, organization of a typical CASC race weekend, and functions of race officials. This is a non-competitive event. Passing is only allowed under controlled circumstances, as determined by the Chief Instructor. To successfully complete the school and be eligible to apply for a novice licence, students must perform all of the car handling exercises satisfactorily and pass a mandatory written exam.

MCO Advanced Driving School:

This course targets drivers who wish to enhance their driving skills, increase their awareness of safety techniques, better understand their vehicle's dynamics, test their knowledge on the various track configurations at Shannonville Motorsport Park and HAVE FUN!! The course includes basic driving tips; vehicle control inputs; vehicle dynamics; theory of cornering; and basic track safety flags. Practical exercises in accident avoidance; managing weight transfer; down-shifting while braking; and cornering follow classroom theory presentations. This is a non-competitive event. Passing is only allowed under controlled circumstances, as determined by the Chief Instructor. There will be a favourable student/instructor ratio allowing for excellent learning opportunities.

Register online here: www.mco.org/form/perfo...school.php

2005 MCO Summer Nights Rally Series

June 29th, July 27th, August 31st

<http://www.backseatmonkey.com/mco/series.html>

What Is This?

The MCO Summer Nights Rally series is a series of navigational rallies that are approximately 100km in length in which anybody and any car, light truck or minivan may enter. The route and instructions are intended to be very BEGINNER

friendly with a separate expert class for seasoned rallyists. This is a **Time Speed Distance (TSD)** event and it is not a race. Come out and participate to see what rally is really about. Volunteers are always welcome!

[When Is This?](#)

The MCO Summer Nights Rally series will be run on the last Wednesday evening of each month beginning in June. For 2005, the dates are:

June 29th, 2005

July 27th, 2005 (paved roads only)

August 31st, 2005

Registration will open at 6pm and car zero will be leaving at 8pm. The rally will be over by 10pm but competitors are welcome to stay around and chat after the event.

[Where Is This?](#)

Each event will start and finish just west of Ottawa. The exact location is still to be confirmed.

[What Do I Need?](#)

- ? A vehicle... anything will do really. The roads are chosen to be vehicle friendly although you may encounter gravel
- ? A driver and a navigator
- ? Driver's licence, vehicle ownership and proof of insurance
- ? We'd recommend a few pens, some paper, a clipboard, a calculator, and a digital watch. A functioning interior light (or flashlight) is also recommended

[How Much?](#)

The fee for each team is \$25 per event. For those wishing to enter all three events the fee will be \$60 per team.

[Anything Else?](#)

For more information about rallying check out the [MCO](#) website which has lots of useful information. Additional help will be provided before the event also for those that are interested.

If you have further questions, post a question in our forums or send an [email. minirally@backseatmonkey.com](mailto:minirally@backseatmonkey.com)

Events

June 17 Alymer cruise night. Plan to arrive at the Galleries parking lot around 6:30 pm. We will be staying until about 8:00 pm, and then head over to Louis' place which is just a few blocks away.

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

June 24-25, 2005, British Marques in the Park. All British car and motorcycle show, Windsor Ontario. The Windsor-Detroit MG Club invites to join in the celebrations as it ushers in its 25th anniversary year. Proceeds for the event will benefit the Windsor Regional Hospital Oncology Program. Complete details including event registration and hotel info can be found on the event web site http://www.mgcars.org.uk/wdmgcc/british_marques_in_the_park.htm or by contacting Lise at dbrownmg@mnsi.net or 519-258-5987

June 26 / 2005 Carleton Place Car Show / 2005 ,Riverside Park, Carleton Place, Ont. / Presented by the Mississippi Cruisers Free Registration 9-11 AM, Door prizes, trophies and plaques. Dash plaques for first 100 cars More info - Sean 613-253-2490

June 28th. OVTC meeting and club drive. We will meet at the Manordale Community Centre as usual, but please arrive with gas in your tank, and plan to leave promptly at 7:30 pm for an approximately 30 minute drive, arriving between 8:00 and 8:15 at the Swan for food and drinks. The Swan is on River Road, south of Manotick, at the intersection of Roger Stevens and River Road.

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

July 1, Canada Day Car Show / 2005 Conservation park, Napanee, Ont. More info - PJ McCaffery / (613)354-2727

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 10th. Merickville Car Show "Cruise & Shop" / 2005, Merrickville, Ontario, Registration 9:00 a.m. until 2:00 p.m. Park Open Until Dusk. In the Blockhouse Park, Main Street West, Antiques, Classics & Street Rods, 4:00 p.m. Parade/Cruise through the village. Draws for Prizes, Shopping and Dining Discount, For those who register their pride and joy 50/50 Draw, Dash Plaques and NO Admission Fee, More Info.- Bruce (613) 269 2299 Frank (613) 258 2107

July 10th Prescott Auto Show / 2005, On the grounds near Fort Wellington, Judged event with Classes and Awards for each Class. Hwy.# 2, Prescott, Ontario. More info - Mike Baril 925-4277

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 8-10, 2005 , Vintage car races at the circuit Mont Tremblant.<http://www.lecircuit.com/en/events.htm>

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 24 / 2005, 3rd Annual All British Car Show / 2005, Port Perry, Uxbridge / Ontario, 10am-4Pm, Military Tattoo follows Awards &Trophies, Vendors and exhibitors welcome. More info - Rob Docherty / (905) 427-6656

July 26 -30th. 2005 VTR National Convention -- Rockford,, Illinois
A Time for Triumphs

The 2005 Vintage Triumph Register (VTR) National Convention, will be hosted by the Illinois Sports Owners Association (ISOA). ISOA is focused on providing good spirited competition and fulfilled events for all participants. This will be ISOA's 5th time at hosting the VTR National Convention. We encourage all Triumph enthusiasts to bring a car - no matter what its condition.

VTR 2005 Convention Information Website: vtr2005.org email:info@vtr2005.org (815) 332-3119 before 10pm CT Ann or Tim Buja 1173 Butler Road Rockford, IL 61108-4702

July 26 - 30, 2005 We will celebrate the 35th year of the Stag and the 50th year of the TR3.

Welcome Reception, Autocross, TSD and Fun Rally, Special Evening Event, Technical Sessions , Breakfast Drive Parts Vendors , Auction ,Photo/Model/Craft Contest, Local Tours, Awards Banquet, A Midwest FUN-Khana ... and much more!

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

July 31 / 2005 , Brockville 1000 Island Auto-Motion / 2005. All Makes and Years of Cars, Trucks, Motorcycles. Door Prizes, Dash Plaques, and Trophies. Snack Bars, BBQ`S, Boat Cruise's (extra cost) Special Events and Demos, Block House Island, Brockville, Ontario / More info - Paul Gardiner / (613)926-2743

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 14th Upper Canada Village / 2005, Transportation Day / All Types of Vehicles, Morrisburg, Ont. Sponsored by the Cornwall Olde Car Club. More info - M. Lemieux / (613)931-2087

August 21. British Car day, Boot n' Bonnet, Kingston Ontario, City park <http://britishcarweek.org/> More info - Linda Thomas (613)385-1947

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, Toronto Triumph Club British Car Day. This is the largest all British event in North America with over 1000 cars, www.britishcarday.com

Sept 17-18, 2005 – British Invasion, Stowe, Vermont, The best car event in the East with over 500 British cars, a must participate event on Saturday. Pre-registration before September 5th required. (refer to web-site). More info: www.britishinvasion.com

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.

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

CRUISE NIGHTS

MONDAY

May to Sept Manotick Village Perks, Manotick, ON. Contact: Hil Goldberg at 613-692- 5381

May 2 to Oct Napanee Valley Cruisers, 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.freeservers.com
- May 17 (Opener May 14, 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.cornwalloldecarrclub.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@sdgcounties.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:

Poster of a TR3 A from the current issue # 61 of **Triumph World Magazine** April/May.. wanted. If anyone has this issue and doesn't need the poster, please contact Wayne Mercer at 613 792 1252

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

Beautiful 1980 TR7 For Sale (Private Sale)

This car was originally purchased in Winnipeg, Manitoba and driven to Ottawa in September 2004 (without a hitch I might add). It has 116,000 original KM, possesses a manual choke, 5 spd. transmission and has a new tan leather interior and new carpets. Top is new as well. This is a turn-key vehicle that is absolutely a pleasure to show and drive. Reason for selling – recently bought a TR8. Car is located in Orleans, east of Ottawa. Phone (Jeff) 613-824-6630. Asking \$7500 o.b.o.

1972 Triumph TR6 \$14 000.00 We just started a family. I won't have enough time to use my TR6 so I have to find a good home for it. Excellent body and underside. Paint (fire engine red) shows very well with few scratches. The interior is in excellent condition (just had the seats reupholstered). Clutch professionally replaced in 2003. Several upgrades including shoulder belts, electronic ignition and spin-on oil filter adapter. Electrical system sorted out in 2000. Stored in dry, heated garage for the last 5 winters. Original steel wheels with Dunlop D60 215 60 tires that have little wear. All in all an excellent driver. Please contact Alain at 613-948-1432 (work) or 613-742-1557 (eves and weekends before 9 p.m.)

1971 Triumph GT6 Plus (MKII) A hard to find model

A great handling car with lots of get up and go. Exterior color is green with black interior. 2.0 Liter engine, dual carburetors, 4 speed trans. Differential was replaced late 2004. (Still have the old one) Car has very little corrosion; suspect car was restored in mid to late 90's. This daily driver was re-certified late Apr 05, has some extra parts as well as original workshop manual. Can be seen by appointment only, call after 5 PM. (613) 837-0555 \$5,000.00 Firm.

TR6 parts for sale. The "Doc" would like to find a new home for his collection of previously enjoyed TR6 parts. Priced to move are: 2 engines, 4 transmissions (no overdrives), 3 diffs, 12 manifolds, 1 used Stebro stainless steel exhaust system, 6 drive shafts, 1 set of 4 red line tires on rims, 8 doors, 3 bonnets, 4 boot lids, bumpers, brake drums, suspension pieces, some rag top frames, dash board bits, etc. etc. I also have two project cars - TR4A - which would be for the serious restorer only. Call Brian Mills at (613) 825-1698 or e-mail brianmills@rogers.com

Morgan/Triumph parts for sale. The following parts need a new home;
2 complete Triumph engines from 50's Plus 4 Morgan. 1 engine has been disassembled with all parts categorized and labelled in separate box. 1 engine has rocker cover and head removed for storage.
1 Morgan front end frame. Removed from 1958 Plus 4 Morgan to make way for a racing front end frame.
1 Engine and Transmission removed from TR7 1978 (approximately) parts car. Car had been driven before parts were sold off. Make me an offer at sabourin.rp@forces.gc.ca or (613) 224-3700.

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

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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