



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

**July 2005**

**Letter from the editor**

**Mosport  
Some like it hot**

What a weekend. Late Friday afternoon, on one of the hottest days of the summer, we arrived at the 26<sup>th</sup>. Vintage racing festival at the Motorsport International Raceway near Toronto, Ontario. Spitfire in tow, we came to a stop in front of the



gate where Monoposto's were already in practice session. The tarmac was burning of heat, and the racers seem to be bursting through clouds of smoke, smog, and steaming racing fuel. When we finally, in order to drive to our campsite, managed to cross the track member of the OVTC were already set up. Last one to find his way up to the outlook of turn 8, driving his new RV, was our pres. Don Leblanc and some friends.



Next morning we woke to the roar of race cars, just below our camp site. This is Mosport as we know it, alive with colourful vintage race cars and enthusiasts who are driven by determined people the love for the race and the quest for speed.

Entry was good this year for this event with approximately 240 racers entered. Those cars were period correct and represented racing as it was in the 40ties to the 80tiers but my interest was geared towards the Triumphs, which were racing in ' Historic Production sports cars', group 3. This class consisted of cars like Austin Healey's, MG's, Triumph's, Alfa Romeo's, Corvette's, Jag's, Lotus and Morgan's, Porsche's, Datsun's , a Daimler SP-250, TVR's and even a 1072

Ferrari 246GT, which btw didn't do extremely well and run in mid field. This is the festival's most popular class, featuring close racing and most exciting to watch.



Unfortunately, this year, there weren't any GT6's entered. However, 4 Spitfires were listed for this event. Sadly, I learned that Donn Sopp, a personal friend, and his 66 Spit was not able to attend due to some health issues.



The track of Mosport International race track is a challenging 2.3 mile circuit with elevation changes, totalling more than 250 feet. My favourite corner, turn 5 - Moss's corner, a slight kink to the left, which can catch a driver out and result in a spin, then dropping gear before taking a sharp right turn and accelerate out to the rumble strip on the outside and head off up the Andretti straight- is always most exciting to watch. It is here where most of the spins occur.



Friday went by under a burning sun. Saturday, for qualifying, the heat was bearing down on drivers and spectators alike. Sunday, race day, another scorcher of a day, we watched the cars battle

for position for best time and finish. The Spitfires run well and finished in good time.



Russ Moore and Richard Brown could be seen roaring by in a chase for the lead. Alcide Lessard was not far behind. The race was won by a Porsche 913/6GT and it was a good race. The TR8 was last in his group. He simply lacked power and was sadly lagging behind.

Sunday, during lunch hour break, and as part of the car show, the track was open to a parade lap. Tim and Jason Dyer in their TR3 and Wilf Haasper and Andre Rousseau in the MK3 Spitfire were part of the show of cars. Don't know if Andre did see anything of the track because he seemed to be glued to the view finder of his camera.

Star of the weekend was a BMW M1, driven by Markus Glarner, an awesome machine in Group 7, 70+. But it finally lost its battle to a Corvette who was going for the kill .

Mosport was great, as usual. The cars, their drivers, the track, the spectator friendly accessibility to the track, can't be beat. It was a hot race on a hot weekend.

We'll be back.

Liv Haasper

***Get them polished ...get them ready... The All British Car Day -ABCD-***

***is going to be held on July 16<sup>th</sup> at Britannia Beach Park, Nepean, Showcasing all models and makes of British cars [www.britishcarday.ca](http://www.britishcarday.ca), admission \$ 20.--, included BBQ lunch for two. Please come and join the fun int the beautiful gardens on the Ottawa river.***

### ***Letter from the president***

Well the big day is finally here. The First Annual Ottawa British Car Day will be this coming Saturday, July 16, between 10:00 am and 4:00 pm. It has taken a lot of cooperation between the clubs in Ottawa to make this happen, and everything is just about ready. We have a great group of volunteers who have signed up to help out on the event day, and sponsors who are providing financial support (thank you Global Automotive), and product support (this is a long list, but check out the show website at [www.britishcarday.ca](http://www.britishcarday.ca) to see the details). My own company (The Business Accelerators) has donated the money for the dash plaques. Admission is free to the general public, but participants will pay \$20. The admission fee gets you a gift bag with quite a collection of items from our sponsors, lunch for 2 people, and entry in the door prize draws which will be held throughout the day. Also at the end of the day, anyone who is interested is invited to come to Villa Lucia on Carling Avenue for drinks and dinner, and a chance to continue socializing with your fellow British car enthusiasts. We are expecting over 180 cars at the show, including several groups from out of town. We just have to hope for good weather at this point to make this a big success. I hope we will see many of our own OVTC members out for the show.

We have been struggling to organize club sponsored drives this year. The weather has been remarkably uncooperative, and we've been rained out a few times already. However we are nothing if not determined, and we are going to give it a try again on Sunday, July 24. The plan is to leave the Manordale Community Centre at 10:30 am on the Sunday and head out for drive. We'll stop somewhere for lunch, and be done in the mid-afternoon. Please arrive with gas in your tank so you're ready to roll. We will be heading west from there, so people who live further west than Nepean, might want to meet at an alternate location. We will publish the details of the plan and a reminder in an email sometime towards the end of next week and suggest an alternate meeting venue for the westernmost folks.

We have been asked to provide a few British cars for a special British Tea Party / Car Show event on the Saturday afternoon of July 30. This is intended to be a multi-club supported event, so we don't need more than a couple of Triumphs willing to participate. If we get a couple of cars from each club, they will have more support than they imagined when they made the request. Could I ask anyone who is interested in being at this event to please contact me by email at [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca), or call me at 596-5692? We owe them an indication of the quantity of cars who will be participating a couple of days before the event so they ensure they have set aside enough space for us.

Our last meeting consisted of a short drive through the near countryside, terminating at the Swan on the Rideau (south of Manotick), for dinner and drinks. I had the impression that people enjoyed themselves. This is certainly a very car friendly venue, and I spoke to the owner at the end of the evening and we are most definitely welcome again. We met 2 couples there who just happened to be stopping by for a drink (didn't catch their names), one with an MG TC and the other a TD, who were preparing to head off for a vacation in those cars to Newfoundland. Now that's a trip!



This month on Tuesday, July 26, instead of our regular club meeting, we are again going to take a short drive and meet at a pub for dinner and drinks. The plan is to meet at the Manordale community centre and leave as close to 7:30 pm as possible. We head out of town for about 30 minutes and end up at a quiet country pub. There will be more details to



come via email and on the website for this one, but I just wanted to prepare everyone.

Lastly, I know we've covered this off elsewhere in the newsletter, but just a gentle reminder that memberships are due for the coming year, please.

Hope to see you on Saturday, July 16 at the Ottawa British Car Day!!!  
Don LeBlanc

### *Letter to the editor*

Hello Liv and Wilf,

Hope your summer, and GT6 are progressing well. I haven't been able to make it out to many meetings lately due to work, construction, and the kids' soccer matches. I've attached a couple of pics of my GT6 (a favourite marque of Canadian Customs Officers everywhere) which every once in a while emerges from the junk surrounding it in our garage to grab a few rays. Our new garage is gradually nearing completion so I'll soon be able to get working on it for its safety. Mid-August I hope? Mt Spitfire is still in a very kind neighbour's garage near our old house. I figured if it was at our new house and a ladder was going to fall while garage construction was going on, you know what it would fall on...so why take chances!



I like the second image worked on with Photoshop. A nice pastoral setting for a GT6, with a bit of a Monet feel to it. Maybe he wouldn't have painted so many haystacks or water lilies if there had been a few Triumphs kicking around the French countryside back then?

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See you at the ABCD I hope,  
Mike Ogilvie

Hi Liv,

How to drive a TR4 the hard core way: <http://www.tr-freunde.de/video/HowToDriveATR4.wmv>  
submitted by Don Elliot

### *Fast running out of storage Space* *By Michael Graham*

Some of you may remember an issue of Overdrive many months ago that featured a 1959 TR3A sitting in front of a cottage. That picture was taken back in the era of black and white pictures. In searching through our photograph collection, I realize that I have no colour pictures of my first TR. That was back in 1973. Since an overseas move forced the sale of that little darling in 1981, I've always fancied the day when I'd once again have another side screen Triumph.

Fast forward to 2005 (is it really almost 25 years ago?) and Brian Mills gave me a call to ask if I'd like to go with him to look at Peter Jeffrey's TR4A. No harm in that right? ... after all I didn't need another Triumph, and I knew Brian had his own private love affair with 4As. Off we went on our adventure. Happily, Brian and Peter were able to reach a deal on the TR4A and it is now undergoing a once over (or is that twice or thrice over?) care of Brian.



Peter showed me his 1956 TR3 as a courtesy, and I related my interest in one day finding another car to replace my beloved '59. As the saying goes, to make a long story short, Peter called me a few weeks later to ask if I might be interested in the TR3. Having a very, very patient and understanding wife (who now seems quite content and happy driving the GT6 ... I think the turning point was when all the young guys gave her the thumbs up when she drove it in the Community Centre parade!), Marjorie and I decided to take a drive out and see what we were really talking about. Yes, I was interested, but I asked Peter if I could mull it over for a day or so as I wanted to talk to Wilf about the potential amount of body work that might be required. My heart yelled YES, but my conscience kept whispering YOU DON'T NEED ANOTHER CAR. I guess it sometimes pays to yell!

I called Peter back a few days later and we arrived at a mutually agreeable price. So now I am ecstatic to be the owner of a 1956 Small Mouth TR3 ... complete with all its original character such as no door handles, no boot handles, 4-wheel drum brakes, and a single centre brake light ... as Louis Boucher said in his congratulatory email, at long last you "have a real sport car." I must say the garage is just a bit tight with the 1973 TR6 and 1971 GT6 sharing space, but they are definitely proud to have their Dad right next to them. They bonded instantly!

So what have I bought and what needs to be done? To be totally truthful, I'm not really sure. However, Peter provided a long list of parts and work that had been done. Primarily, the suspension is rebuilt and the frame has been sandblasted and painted with POR-15. The engine and transmission have been rebuilt. The car came accompanied with a new interior kit, new top, and new side curtains. As well, virtually all of the chrome parts have been re-chromed. The body has been bead blasted and then phosphate primed ready for fix up. In addition, it has the usual assortment of extra bits and pieces in boxes and plastic trays.



Over the past weekend, I moved the car into my workshop and covered it with its car cover. I haven't had the time to do much more than make it comfortable in its new digs, but I must admit that when I need a short break from work, I head out to the garage and check it out. So if at the next meeting I seem to have a happy smirk on my face, you'll know the reason why. All is good at Graham's garage, but PLEASE don't let on if you hear about another TR for sale ... I really can't push my luck (or garage space) any further!

### ***Membership renewals are due***

***Member please note: Membership fees are due. Please contact Tim Dyer to renew for the 2005/2006 season Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate. .***  
[kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

### ***Tech stuff***

#### **Question:**

**Is there a proper procedure for breaking in new brake pads?**

### **Prepping new brakes for performance driving**

After you've installed your brake kit the natural response may be to head out to the middle of nowhere and stomp on the brake pedal to feel the difference it's made. We'd suggest that you not do this, at least for a little while. The proper break-in procedure for pads and rotors (called rotor seasoning and pad bedding) is essential to brake function and longevity. Like breaking in a new engine, a definite series of actions should be taken for optimum performance.

#### **Seasoning Brake Rotors**

Seasoning the brake rotors removes the machine oils from the surface of the rotor and (like a camshaft break-in) it establishes a wear pattern between the new pads and rotors. This procedure also serves to relieve the internal stresses of the material. Once relieved, the rotor is ready to accept the heat generated by the bedding pads. New rotors need to be heated gradually to "race" temperature before any planned severe use. A light vibration under braking is usually an indication that the rotors were heated too quickly. This minor warpage may have to be cured by having the rotors turned.

After brake kit installation, your vehicle should be treated to five or six days of gentle driving. The new brakes should be used lightly with no performance testing or heavy usage. After five or six days of gentle driving, find a safe place where the brakes can be brought up to temperature. Perform four consecutive stops from 60 mph to 15 mph at about 50% maximum stopping force. Next, drive for 5 continuous minutes at freeway speeds and allow the rotors to cool. Then perform four medium-effort stops from 60 mph to 15 mph with approximately 75% stopping force. Once this procedure is complete, drive at freeway speeds for about 10 minutes with little or no braking and allow the rotors to cool. Park the car and allow the brakes to cool overnight.

The next day, warm the brakes to full operating temperature and perform four more 50% effort stops, followed by a 5-minute freeway cool down. Then perform four more 75% effort stops, followed by a 10 minute cool down drive. Then, perform six hard-effort stops from 60 mph to 15mph, taking care not to lock up the wheels. Follow this with another 10-minute freeway cool down. Again, allow the car to sit overnight and the rotors to cool to ambient air temperature.

#### **Bedding Brake Pads**

Once the rotors have been seasoned, the pads can be bedded. The friction material in semi-metallic brake pads is held together with an organic binder which is usually some sort of phenolic material. As the pads get hot, the binder boils and burns from the top surface of the pad. Once this burning (or "bedding") has taken place, the friction material can make proper contact with the rotor. Some manufacturers of carbon metallic brake pads label their products as "pre-burnished." Experience has proven that these pads respond very well to the bedding procedure. Bedding establishes a wear pattern between the rotor and pad as the pad deposits a fine layer of carbon on the rotor. This layer of carbon is necessary for the brakes to perform at peak efficiency. Never bed pads on rotors that have not first been seasoned, as outlined above.

To properly bed new pads of any type, perform two light to medium stops from 65 mph to 10 mph. This will bring the rotors up to temperature. Then, perform two back-to-back heavy stops from 65 mph to 10mph at a point just prior to wheel lockup or ABS actuation. Drive for 10 minutes to allow the brakes to cool, then perform three light stops in succession. Finally, perform eight heavy stops in succession from 65 mph to 10 mph. Again, push the brakes as hard as possible without achieving wheel lockup or ABS actuation. Finish the bedding procedure by driving another 10 minutes, allowing the brakes to cool. Due to the nature of bedding and the differences between semi-metallic and carbon metallic brake pads, it is not recommended to switch from the carbon pads to the semi-metallic units. Upgrading to carbon metallic pad will require bedding to establish the proper carbon layer on the rotor, but if you must use semi-metallic pads, you will need to wear through this carbon layer. The semi-metallic pads will not grip well at all until this layer is removed.

### **July 21-24, 2005 Canadian Classic**

**Location: Kincardine**

**Highlights: Scottish pipe band, a pig roast, a draw for an airplane ride over Bruce County. Details to follow.**

**Accommodations at Best Western, approximate rate is \$115 (yet to be finalized)**

**Details are on the Toronto Triumph Club website [www.torontotriumph.com](http://www.torontotriumph.com). I've attached the registration form downloaded from their site here for your information. Some other information from the site is:**

## *Events*

**July 16<sup>th</sup> All British Car Day (ABCD)** Britannia Beach Park. Showcasing all models and makes of British cars [www.britishcarday.ca](http://www.britishcarday.ca), admission \$ 20.--, included BBQ lunch for two.

**July 16<sup>th</sup> –17<sup>th</sup> 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 – 24<sup>th</sup> 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<sup>th</sup>. OVTC meeting and drive** This month on Tuesday, July 26, instead of our regular club meeting, we are again going to take a short drive and meet at a pub for dinner and drinks. The plan is to meet at the Manordale community centre and leave as close to 7:30 pm as possible. We head out of town for about 30 minutes and end up at a quiet country pub. There will be more details to come via email and on the website.

**July 26 -30<sup>th</sup>. 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](http://vtr2005.org) email: [info@vtr2005.org](mailto: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 30<sup>th</sup> 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](http://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 7<sup>th</sup> Aylmer Auto Show**, Cedar Park, Marina, Beach Park, info, P.J. Sylvestre 819 684 9406 or Boyd Somerville 819 684 1403

**August 11<sup>th</sup> – 14<sup>th</sup>** the Roadster Factory's Summer Party

**August 14<sup>th</sup> 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 19<sup>th</sup>. Aylmer cruise night**

The cruise night is a monthly event in Aylmer held behind Les Galleries d'aylmer / Canadian Tire. Access from the boulevard Lavigne. OVTC members should plan to be there around 7:00 pm in a reserved area for Triumph. We will move to Louis Boucher's place around 8:30, only a block away. Refreshments will be served. RSVP directly to Louis at [louisboucher@videotron.ca](mailto:louisboucher@videotron.ca)

**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 5<sup>th</sup> Richmond Classic Car show**, info John Egan, 613 298 2324

**September 18<sup>th</sup> 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](http://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 5<sup>th</sup> required. (refer to web-site).

More info: [www.britishinvasion.com](http://www.britishinvasion.com)

**October 1<sup>st</sup>. and 2<sup>nd</sup>. 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](mailto: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](mailto: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](mailto:.draville@starband.net) or [www.maloneautoclub.freesevers.com](http://www.maloneautoclub.freesevers.com)

May 17 (Opener May14,1.00pm), CTC, Hawkesbury, ON. Contact: 613-632-4407 or [autohawk@hawk.igs.net](mailto: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](http://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](mailto: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](mailto:seymourd@westelcom.com)
- May 11 to Sept Place D' Orleans Shopping Center, Orleans (Ottawa) ON. Contact: G. Macinnes at 613-830-  
5207 or [goldvee@travelnet.com](mailto:goldvee@travelnet.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@twcnny.rr.com](mailto:moccin@twcnny.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](mailto: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](http://www.autoshowaylmer.com)
- June 3 Plattsburgh, NY. Skyway Plaza, US. Ave @ Rte 9. Contact: J. Seymour at 518-563-6657 or  
[seymourd@westelcom.com](mailto: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](mailto: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](mailto: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](mailto: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, 2<sup>nd</sup> 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@twcnny.rr.com](mailto:moccin@twcnny.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](mailto:larrysmway@aol.com)

### *Classifieds*

#### *For sale:*

**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.

**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](mailto: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 \$ 12,750.--**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. 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](mailto: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](mailto:sabourin.rp@forces.gc.ca) or (613) 224-3700.

**1980 TR7 hardtop for parts or repair.** Has been sitting in my garage for the last 5 years. Low mileage. Sold as is or for parts (whole car only). Best offer. Located in Guelph. 519-821-6208 or [jim.edwards@rogers.com](mailto:jim.edwards@rogers.com)

**TR7 parts for sale.** Many different items available including pair of TR7 front brake calipers, 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), 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, Manotick, Ont. 613-692-4396 or dhuddleson "at" sympatico.ca

**1980 Triumph TR 7 convertible** 5 speed. Motor completely redone top to bottom for performance. Carbs also redone for performance and updated. Forged aluminum racing pistons, bored-over, performance electronic ignition and lucas

ignition amplifier, high capacity oil and water pumps, K and N racing filters, performance clutch. Motor alone worth many \$\$\$\$. Two brand new performance mufflers included. Car needs top, carpet and some work to complete. Car has been properly stored for several years. A joy to own since 1988. Call me today and enjoy it this summer for only **\$3900.00**. Marc. (905) 334 - 4242 Oakville, Ontario [studio3d1@hotmail.com](mailto:studio3d1@hotmail.com)

**1973 Spitfire for sale.** Engine is a 1971 1300CC., Transmission a 71 and it has an overdrive. The seats and interior have been redone but the driver's side is starting to wear. The engine compartment is very clean. Mechanically the car was redone from the frame up in 1995. The soft top is in good condition and we have a spare top and frame. Price \$7000.00 Our home # is (514) 932-9265 [carolyne-stephen@sympatico.ca](mailto:carolyne-stephen@sympatico.ca)

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](mailto:kingscreektrees@aol.com)

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

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