



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November 2005

*The OVTC drives
Fall tour October 2005*



Margaret Heathcote

The members of the OVTC extend their deepest condolences to Kit Heathcote and his family on the passing of Margaret [Peggy] Heathcote, beloved wife of Kit and proud mother of Valerie Pettifer (Graham) and John (Wendy), cherished grandmother of Katie, Sandra, Karen, Jennifer and Allison. Kit has been a life member of the OVTC for many years.

Letter from the editor

While hurricane Wilma blew through the area on this blustery October night, the annual OVTC election was held in the same whirl –wind fashion at Lorenzo’s pizzeria, which had been decked out in glittery holiday fashion, a strange combination of Halloween and Christmas dollar store décor. If this didn’t totally influence the mind of loyal members, the sight of pizzas on trays would.

After the members were sedated with huge amounts of cheese, sauce and sausage, talks were directed towards electing a new executive panel. And, to follow tradition, all of us on the board were quickly voted back into office, whether we liked it or not.

Michel Pilon, at one point, quietly informed us that wedding to plans were on his agenda for 2006, he had properties to assess.. and also many other commitments. His life would be very busy. *They* just smiled.

“I have a sail boat in waiting and have to explore the lakes and sea. I don’t have time to attend Triumph events and report on them” I sternly objected. *They* smiled again, nodded and promised to send in submissions.

Tim Dyer pointed out that his tree farm keeps him busy.” The seedlings, the fences, the barn; so much work “ I heard him mutter under his breath.... *They* all agreed, but we knew he didn’t have a chance to get himself removed from the burden of calling member to remind them to *please* pay the long overdue member ship dues.. Tim, like all of us, realized that, once elected to a position, one is stuck with this job for life. I’m not even sure if death will be a good enough reason to resign from a position within the OVTC.



Our objections and our cries were ignored. *They* just pointed the finger and said “You’re it”. And that *WAS IT*. We were doomed for another year.

It was a good thing that web master Andre Rousseau was busy at pre-natal classes and also un-armed because he was determined not to let anyone take the job from him. And, even better, Don LeBlanc smiling accepted his fate of staying on as President another term , assuring all of us that this club will be looked after well during the 2005/2006 season.

Roly; we all had forgotten about Roly Mailoux. The membership had simply assumed that Roly would carry on, dragging the suit case containing for another year, or a decade, or for how long it may take. We also know that with



this comes the honour to act leading role of Santa Claus!!! . After all, the Christmas dinner party is already in the planning stages. The membership was pleased to learn of the continuance of Santa and the suit case. We don't like change. We like to keep things as they always were. So Roly is *IT* for regalia.

The role of Vice went to Jeff Patterson again. I hear he's retiring soon and we can't have him sitting idly around, doing nothing. Hockey practice simply isn't a good enough excuse.

However, I do have the pleasure to report that Sid Woznica, one very brave or uninformed soul, had agreed to sign on as events co-ordinator..and this he did out of his own free will!!!! I'll swear to that. His TR3 aint' bad either.

So, those are the people who will look after the club this year. Those are the ones who will have to take the blame for rained –out BBQ's. Those will be ones who will sing and dance on tables when the speaker and entertainer for meetings cancel out.

In other news. The pizza was delicious, and after the three hours of dining and whining, I was informed that the sign on the wash room door stating “ OUT OF ORDER” was only fake, make believe, a way of trying to keep the neighbourhood kids from using the facility. I can now uncross my legs and life will return to normal.

Members will miss our president's message in this issue. Don apologizes but it extremely busy at the moment. He'll be back on this page very shortly.

Liv
Your trusty editor.

Letter to the editor

The weather today was awesome for a 30th of October. Sunny skies, no wind, 15 degrees and a bunch of people crazy enough to take their 25+ years old car through 320+ kms (200+ miles) across the Outaouais going up and down, left and right.

I might have organized the drive, but you guys MADE the drive. It wouldn't have been the same without you. The people who saw us along the way, instead of saying "Look at those cool cars!" would have said "Look at that crazy guy going with no top at the end of October!.. He's gonna catch a cold!"



Anyway, just wanted to thank you all who could make it. We did loose a few cars along the way, although only one was due to mechanical failure.

Ok, now, what am I gonna do with all that left over food. I guess I won't have to worry about my lunches at work for the next few weeks!!! :BTW, Dean is the winner of the Poker Run Trophy this year. Yes, this year it is REALLY him! Although I did hear some talks about cheating..Congrats Dean!

Enough babling for tonight. See you all at the next meeting.
Stef

P.S. I like to give a special mention to the 2 Healey's that joined our little group. And I know that at least one of them came all the way from Cornwall to enjoy the drive. Thanks guys for coming! (Don, if you can pass this along to the Healey club).



P.P.S See guys, my car might look rough but it made it all the way with over 500lbs of cargo without a problem. Yep, she's a little trooper!

OVTC Christmas dinner, December 9th. 2005

As usual, to celebrate the holiday season, members of the OVTC will get together for a Christmas dinner. This year the location will be Tucker's Market Place on York Street in the market are. Time 7 pm. Please contact Michel Pilon at Mipilon@yahoo.ca or Tel. 613-744-6431 for RSVP's. Hope to see many of you there.

And all that "Jag"....

We all knew it. Someday, John Day would have another British car in his garage. The emptiness in the garage, empty space on shelves, the lack of repairs, all of that and more simply would take its toll. The tranquility could not last forever. When you're hooked, you're hooked.

As soon as John and Lori Day had sold their TR6 I had been e-mailing John.

"When will you get that Jaguar, John? What's taking you so long?"

"I'm looking, I'm looking" was the reply. And so he did. I received the odd picture, the odd description of a Jag for sale. On occasion, along with some others in the know, I passed an interesting ad his way.

But no, a decent Jaguar could not be found. The discussion of a brand new Lotus came up. Things began to get warm.

I kept pestering John with little notes.

"I know, you'll be back in the British car scene soon enough." "

"I'm just fine the way things are now" he wrote back. But I knew better, so did John, so did Lori, so did everyone else who knows John.



Sure enough, today I found out the big surprise in a note. "Come by someday and see what's in my garage", it said. We'll I couldn't wait THAT long. "What, what, what, fill me in"..

He filled me in and now I have the opportunity and the pleasure to let the cat out of the bag. John and Lori got a new British car, an 65 E-type and it's a beauty. The long wait was worth it. Congratulations to John and Lori.

Here are the details as described by John Day.

It's a 1965 E-type (see pics). At last, my true dream car has been attained. It's all-original, and just 2 previous owners, though the last owner has had it since 1966, so you could almost say it was a 1-owner. It has just 41k miles on it, and we've done about 200-250 or so with the weather permitting. At the moment all is good with it, but I suspect the voltage regulator is causing some errant readings in the temp and fuel gauges. It's going into Global Auto where Mike & Mike can check all the fluids, and back-flush the rad to ensure that the engine isn't truly overheating.



The car came with a Trace Certificate to ensure it is matching numbers, and as well I have the complete glove box kit with all the original documents (User Manual, Warranty (in the original owner's name), etc). I have the MTO receipt from '66 when the car went from owner 1 to 2, and the original Ziebart receipt from 10 days after the original owner received it. The tool roll is complete except the grease gun, which may never have been with it anyway. The original Dunlop RS5 spare is in the boot as well.

I hope I can maintain the car's originality for years to come. The paint is still in great shape, as the car was always garaged. It came from North Bay, where the previous owner is selling up everything (except his XK120 project car, nearly complete after 20 years!) and relocating to Adelaide, Australia where his wife is from.

What's in a Spitfire name? Compiled by Liv Haasper

“ So’, he said, “I was considering a name for my Spit and it is of yellow colour. "The Yellow Dart" and "Finch" have come to mind. Any other suggestions? Gladys, Mildred,... no...?”

My grandpa's been calling it ‘The yellow bird’ for as long as I've had it. Yellow Flame is a possibility. Though isn't a yellow flame not very hot? I can't imagine myself being a Mellow Yellow fellow. I never cared for that song, and to most guys my age, mellow yellow was the coca-cola company's bad interpretation of Mountain Dew.

I've been trying to think of things that are yellow which don't actually have the word yellow in the name. I think that was why I considered Finch. Most yellow things I can think of don't seem applicable or very cool, though - like lemons, mustard, honey, canaries, etc. There must be something...
Joel Michael

This challenge was too great to be left untouched by the members of Nass and replies flooded the e-mails list. It seems, the search for the name was on and this is what you had to say:

Or with respect to "flaming death trap"....Yellow Flame..Kevin L.

Sun Burn?...not generally yellow, I know, but it goes back to the flaming death trap thread. Kevin L.

Sunflower! Geof B.

There's only one name for it " BUTTER CUP " Marvin R.

We had a goat called 'Butter cup'... so this really has me in stitches...I think I recall a neighbour's cow by that name....he he...Liv H

Amarillo is nice. How do you pronounce giallo?

I noticed Andre's Mazda is named Sun Shine or something similar so Sun Burst is appropriate. Now, I'm considering other solar references like Solar Flare, Solar Wind and Sun Spot... or Sun Spit, maybe?

Actually, Whizzer is kind of fun. It'll be a huge relief to get this named. Sorry, very Campi. ;-)

Joel

Cheese?... Jaundice (sorry...couldn't resist)...Blonde hair.

What about Lemon Shark? Also in Spanish, yello is; amarillo, in Italian, giallo.(think Michelotti) Hey! I'm not that educated, I just know Jeeves ..Joel M

Or you could get really cute in light of the current wave of Texas 'Hold'em mania' going around and call it "Amarillo Slim"!(For those not familiar, he was an old time gambler who many times won the World Series of Poker tournament.

Joe C

Dandy Lion. Bill T.

Oh Man, you should not have said that. I started with Hornet, Yellow Jacket and progressed on to Urine, Whizzer...And then went all the way to Cheeze Whiz. Look what you made me do! John I.

'Nary' short for Canary hmmm... ummm.... how about.. Firefly or Sunny? Paul T.

'Lemon'...which I hope it's not going to be and now I'm out of ideas. Liv H.

How about "Lemon Drop" ? It would go with the car for a couple of obvious reasons -

1. the color

2. the "drops" (oil) that it leaves on your driveway and garage floor. Joe L.

I wish I had some help for you but I can't even come up with a name for my car. Heck ,,, Marilyn had to name our kids !!

I think it was because I was going to name a Boy if we had one "Newt" . Newt Slicker,,, has a nice ring to it. Don S.

And she had a problem with this why?? Geof B.

AWESOME NAME! I'm changing mine as soon as I can! I think Newt Ludwig sounds even better than Newt Slicker.

Kevin L.

OK, let's BOTH change 'em. Kevin L.

I think Newt Ludwig sounds even better than Newt Slicker. Don S.

How about: Banana Boat, Banana Split, Banana Peel (or Peeler) or Greased Lightning? Howard Peel Out? Kevin L.

Since you are on the yellow theme, how about "Head Cold??" :)Geof B.

Geez, Geof, are you still thinking about snot?! I'd have to not like my car very much to call it Sinus Infection or something similar. There have been so many good suggestions, I don't know how to choose. Don, Newt is a fine name. It belonged to my great grandfather. It would be cool to have a reptile name. Nobody would mess with Snake or Dragon or Gila Monster.

I think I'm leaning toward Giallo right now. The pronunciation is jee-ah-low with the accent on the middle syllable. I like the Italian tie-in.

Bananas, seriously? Though, The Slippery Peel is interesting. It might work better for an ice cream sundae buffet. Joel M.

OK, here's another one: Yellow Submarine! It is British in origin and the submarine part ties in to the Super marine origin of the Spitfire airplane. Joe C.

TWEETY BIRD? Tweety birds sitting right here on my desk for inspiration. I'm SURE SYLVESTER the cop is not far behind.:-) Ken M.

Butter or Margarine or Buttercup, or Duckling, or Smiley Face, or Prissy (our yellow Lab.) Bill T.

Let's see...Spitfire is a convertible, right? Another name for "convertible" is..."cabriolet", right? So a Yellow Spitfire's gotta be a "Yellow Cab"! Sorry...just had to let one fly on a Monday morn! Rick K.

Going back to one of my favourite junk foods of years ago - Screaming Yellow Zonker. Bill G.

Twinkie! This is what we always used to call the school bus. John I.

Big Bird? He's yellow and fun. Gene E.

Big may not apply to me or the size of the car, but the bird has been flipped my way on occasion. Aside from being yellow, that name more accurately describes my driving. ;-) Joel M

End of conversation.

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Tech Talk

Towing question:

If you tow a front-engine, rear wheel drive, Triumph for instance, for a significant distance with the rear wheels on the ground, is it necessary to disconnect the driveshaft from the differential to avoid damage to the transmission?

Answer:

When you tow rear wheels down, you're spinning the output shaft of the transmission. In almost all cases the input shaft circulates oil in the transmission, so there is no flow of oil getting to the output shaft bearings when towed this way.

Most gearboxes can survive being towed several hundred miles, just on the oil that is naturally retained on the bearing surfaces. This is not an absolute. The TR-7/8 5-speed gearbox will not survive even short tows from what I understand. The Spitfire on the other hand has no such problems.

However, at some point things heat up, begin to gall, and failure results in all transmissions towed this way.

For neighbourhood and across town tows, I would not hesitate to tow rear wheels down, driveshaft connected. If I were towing it out of state or cross country, I personally would be likely to either disconnect the driveshaft or tow it with the rear wheels off the ground.

Short trips are no problem, but removing four bolts would be great insurance for any distance haul. Turning the output shaft does not lube the whole trans assembly.

Just for laughs

Submitted by Mike Graham

A racing buddy of mine sent me this link to 5 tunes about Triumphs sung to some popular 70's tunes. Pretty funny stuff. You need to make sure you play them in order. <http://www.vtr2005.org/tappets.html>

What do you get when you mix



a chipper, confused car owner,



an artistic photographer,



and an experienced auto painter?



a SMURF-MOBILE!!!

Events

November 22, OVTC meeting - Manordale Centre

December 9th OVTC Christmas dinner

As usual, to celebrate the holiday season, the members of the OVTC will get together for a Christmas dinner.

This year the location will be Tucker's market place on York Street in the market area. Time 19:00 pm.

Christmas Party Reservations made for Dec 9th at 19:00. Please contact Michel Pilon at Mipilon@yahoo.ca Tel: 613-744-6431 for RSVP

January - no meeting - party at house of Tim & Sue Dyer TBA

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

Classifieds

For sale Triumph TR3 and TR4 parts. After completing the restoration of both a TR3A and a TR4A, I have many parts left over that I no longer need and would like to see go to a good home and put to use. Too many parts to list here but if you click on <http://ca.geocities.com/adrio@rogers.com/forsale.htm> you will find a list. In short I have a TR3A parts car and a TR4A parts car that I would like to sell off (no engines, but some engine parts though). I am not asking much

for these parts and any reasonable offer will be accepted so that the parts can be put to use. Located in Ottawa. Email me at adrio@rogers.com if you have any questions.

Outstanding TR6 in desirable Pimento red, with 45,100 fully documented original miles. Original, factory convertible top with clear glass, original interior and seats, carpets, and the factory dash is perfect-it has not been re-finished! The jack is still in the factory cardboard box, the tonneau cover is brand new and the original am/fm blaupunkt radio is in perfect working order. The 2005 upgrades include installing dot 5 silicone brake fluid, stainless brake lines, thrust washers in the engine, correct Michelin redlines, correct brushed aluminium trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact mhord@ca.inter.net, or call (416) 429-2412 (evenings only)

78 Spitfire 1500 FS

Making way for another project. My 1500 is for sale. Very clean car. Runs and drives great. Have the hardtop as well. Recent tires, carb overhaul and Pertronix conversion. Carmine Red. Black interior. Photos at the link. Asking \$6000. Email me at todd.st@rogers.com if interested. Car located in Ingersoll, Ontario 2 minutes from HWY 401

<http://ca.pg.photos.yahoo.com/ph/todd.st@rogers.com/album?.dir=/1c2a&.src=ph&.tok=phPkL1DB2vguoCyW>

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

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.

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 sway bar, 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

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

1969 & 1972 TR6s Restoration or parts cars. In heated storage for the past 12 years. Both complete, all interiors, glass and trim in good condition. Hard and soft tops, luggage rack, roll bar, minor body rust. 1 set new British rugs (black) 1 set New rockers. 1 set New "B" posts. Factory 8 track. Collingwood Ontario 519 924 0602 Tony.

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)

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