



OVERDRIVE



Flying High With A GT6 @ Vintage Wings

The Good Samaritan

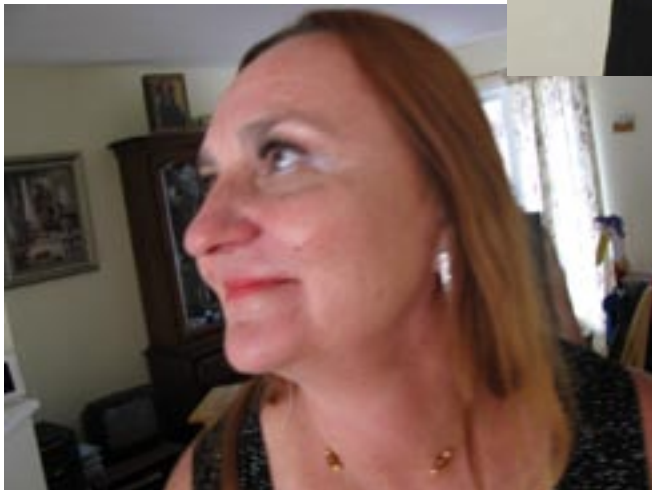
Bob Holmes

For quite some time we had been looking forward to participating an afternoon murder mystery at the home of our good friends from the Ottawa Valley Triumph club, Laura Andruziak and Andre Rousseau. The setting was a murder in a Vegas wedding chapel. My wife, Mary Kay ,spent the morning outfitting herself as her assigned character, 'Dee Vorst', a divorcee on the prowl. With thick makeup, huge false eyelashes and nails, plunging neckline and gaudy jewelry, she really looked the part.

When we pulled into the Rousseau's driveway in our shiny red Triumph Spitfire convertible, with the top down it was a nice summer Saturday afternoon. For my own role as the reverend 'Hal Fyre', I was wearing black shirt and slacks. Before getting out of the car I buttoned my top shirt button and slipped in a piece of white cardboard to create a perfect roman collar. To complete the outfit I added a large crucifix hanging on a chain around my neck and with my neatly trimmed beard, I daresay I fit the part rather well.

Laura and Andre greeted us at the door nicely dressed up as 'Ruby Lipps', a Vegas show girl and 'Rock King', a wannabe Elvis Presley stage performer. Ruby looked like a classic showgirl from her stiletto heels to her ruby red feather boa. One look at Rock and you could see he was "the king".

The last couple to arrive, were fellow Triumph club members, and newlyweds, Lori Alexander and Michel Pilon. Lori took advantage of her role as 'Virgin Whyte' the bride, to wear her wedding dress again. Michel playing 'E-Z Ryder', the Harley riding, biker gang groom, was decked out in leather knuckle gloves, tattoos, sleeveless leather vest and bandana. We chuckled at what the neighbors must have thought, seeing them walk down the street together.



The Good Samaritan

Bob Holmes



We all took our assigned places around the table in the front room. This room has a large window facing out onto the front walk, with the front door right beside the window. The reverend Hal Fyre was sitting with his back to the window, Dee Voerst to his right, Ruby to his left. Facing him at the other end of the table, in full wedding dress sat Virgin Whyte with E-Z Ryder and Rock King on either side. We were all having a great time acting out our roles and trying to discover which of us had murdered the brides' father, 'Black Jack Whyte', when we were interrupted by a knock at the front door.

Virgin Whyte looked up and out the window and said, "Oh no it's raining!" When you have owned a convertible for almost thirty years you know what this means. I jumped up, opened the front door and came face to face with a stranger who said, "I think whoever owns the convertible might want to put the top up". I thanked him and ran past him, out to the driveway in my socks, and

started putting the top up. The Good Samaritan followed me and I thanked him again as he gave me a strange look and got back into his vehicle and drove off. Top up in two minutes, I ran back into the house to see my fellow players laughing like crazy. "What??? Did I miss something?" I asked.

"Well," they explained, "that poor fellow came up to the door looked in the window saw the bride, the biker, the showgirl, Elvis, and Dee and he still had the heart to knock anyway. Then a priest answered the door and ran out to put the top up on his convertible!!! No wonder he didn't stick around to talk!!

Thanks for the great account of the event Bob, BTW if any OVTC members like murder mysters Laura actually wrote a TRIUMPH one a few years back. If your interested in trying it, drop me a line. André.

OVERDRIVE www.ovtc.net ©2008



WWII Spitfire & My GT6 MK1

André Rousseau

Well some days my job gets me into the most interesting things.

Recently I completed a video for Michael Potter and the Vintage Wings group.

I decided to hand deliver the end product in order to give one of our summer students a chance to deal with real clients. Of course, it also meant I had the chance to drive the GT6 down to the Gatineau airport and do a photo op with the GT6 and Mr. Potter's WWII Spitfire. All in all, a very impressive experience. I spent a good 20-30 mins learning about all the controls in the Spitfire, there is no way I would have ever been a fighter pilot. I'm too tall. One of the pilots on staff told me his old flight instructor owned a MK1 and said he was a crazy driver. I have a lot of respect for Mr. Potter and what he is doing. Living an outstanding dream.

<http://www.gt6.ca/08/0820/index.html>



GT6 GOES TO THE GLEN

André Rousseau

For months I was on the fence, then I ordered my ticket and I'm glad I did. My Watkins Glen experience was outstanding. The Friends Of Triumph group were a huge part of making my trip enjoyable. I met many notables like Kas himself and Joe Alexander who started FOT. I was also lucky enough to ride with Bill Tobin who races a TR6. Bill and I spent Friday afternoon running in the reenactment race through the streets and back hills of Watkins Glen. I have video! I camped on site at the track in the FOT paddock, which made the whole thing that more impressive. I met the guys from Classic Motorsports Magazine. It was almost sensor overload, but the weekend really peaked my interest in vintage racing, poor Laura :) I was able test fit a few TR racers to find out how I'd feel in them. I need an open top car for sure to get the roll bar to clear. (*Spitfire or TR4*)

For now I will have to settle with my GT6 or sell it to make way for a Triumph racer.

BTW, the GT6 ran there and home in great form. I will do a tech check before the next club meet.

Photos <http://www.gt6.ca/glen/index.html>



THANKS JOHN

Pat Mills

I think we should give John Day a great round of applause and a big thank you for responding to the call to assist the Manordale-Woodvale Community Association move tables on Monday, September 8 at 9:00 AM. John had booked the day off work and knowing how important it is that we help the community association when we can, he went over to lend a hand. If it were not for them and our agreement with them we would be paying a fee to use the building for our monthly meetings. John reports that with half a dozen guys they made short work of the job and he was headed home by 10AM.

Many thanks John.

Demise of the Manotick Cruise Night

Pat Mills

The Manotick cruise nights, the best of them all, held on Monday nights are no more. They were there one Monday night and gone the next. The ice cream shop was sold and is soon to open as a bakery. Hopefully next year the cruise nights will resume with a new sponsor and it has been suggested that we might enjoy sticky buns and coffee.

Over the summer the Wednesday night cruise at the Rideau Carleton Raceway has grown into a huge event. They are to have one more cruise this year – September 17.

OVTC NEWS & EVENTS

Keeping our members informed

September 18 to 21 the British Invasion is held in Stowe, Vermont www.britishinvasion.com

September 21st is the Toronto Triumph Club's 25th Annual Car Show at Bronte Creek Provincial Park, Burlington, Ontario For the last few years over 1000 British cars have been on show. www.torontotriumph.com

Tuesday, September 23

OVTC Meeting – clubhouse

Sunday, September 28 from 10:00 am to 3 pm the Stinson Car Show Series presented by Valvoline will be hosting Cruizin into Fall. This annual car show is a wrap up to the summer car show series. It will be held at Monkey Joe's Restaurant in the Westgate Shopping Center. The show is open to all years, makes and models of vehicles. The first 170 show cars will receive a dash plaque and all vehicle participants will be eligible for the thousands of dollars in door prizes. This Car Show is all sponsored and all free to the participants and the viewing public. Over 300 show cars are expected.

Tuesday, October 28

OVTC Meeting elections

TBA

Fall Colours Run

Tuesday, November 25

OVTC meeting – clubhouse

December TBA

Christmas Party

Triumph From Around The World

André Rousseau

A little GT6 oriented, but oh well.

Hello from Switzerland,

Congratulations for your site ...and for your more than perfect car.

I enclose some pics of mine: a 1972 mk3 wich I purchased in 1983 and was restored for the first time in 1986 (bad work) and the second time in 1992 (perfect work,bare metal respray..)

This car was my dream when I was young student,I hope my childrens will enjoy to drive it too.



Triumph From Around The World

André Rousseau

Hi Andre I have a MK 1 GT6 to register, See Me at the Glen and consider My GT6R Blue and Yellow LeMans replica. Fast car but not a car to learn to race in, Group 3 is a fast class in SVRA & HSR alot of fun

Mark

- That's it, I will have to sell my GT6 and buy a vintage racer.



Oil Drips

OVTC Members Submissions

Watkins Glen

Never been to Watkins Glen before although I have had many opportunities. The club has a group of members that go every year and they always rave about “The Glen” even when the weather is lousy. Must be something to all this hype?

This year with Triumph being the featured marque and with the Group 44 TR8 and Peter Bulkowski’s Canadian Group 44 type car going, it was a no-brainer...I HAD to be there, if we could work around some medical appointments. Well the stars were aligned, the trailer my wife Kathy and I had purchased this spring was ready to go on its first trip, so we left Friday morning at 6:00. Arrived at the camp ground at noon, dumped the trailer and headed straight for the track. The town streets close at 1:00 on Friday for all the race re-enactment festivities so we didn’t want to be trapped.

Friday was a qualifying day for the racers and many use it as a test day to make sure the cars are set up and working properly. The vintage racing community don’t seem to place the emphasis on winning, more on having safe fun with the cars and going as fast as one is comfortable with. There are no cash prizes, only bragging rights and really not much of that.

First stop was Peter’s pit to see how the new engine was running. Peter had rebuilt his car from the crash he had at Mosport in 2007 when the motor let go at speed. He was really happy with the improvements that he had made during the rebuild such as the new heavy duty front bearings, a removable quick access front headlight panel, and especially with the strength of the new motor.

Next, after getting directions we were off to the Group 44 garage. The paddock, where all the racers park their rigs and cars at Watkins Glen is huge, almost like a small city, almost no way to see it all in a day. Lots of people with small budgets right up to ridiculous budgets. the Group 44 TR6 and TR8 cars are owned by Bill Warner, the same guy who sets up Amelia Island Concours in Florida. When we got to the pit we saw Woody and Tim Lanocha hangin’ with the homies. Their cars were parked right beside Warner’s trailer in the parking area. I’m sure they will have some good stories to tell.

What a thrill to finally see the TR8 that everyone lusts after. It is kept very close to original, with few changes from when it ran back in the 80s, which is to say ‘vintage’ perhaps not as up to date as many other cars running SCCA today. Still has the mechanical fuel injection system and a center pad from a TR7 steering wheel as a headrest! I got a video of the car while it was being tuned, a good thing as the engine seized up during a run later in the day, finishing its weekend. Shame, because according to Bill Warner, he had Brian Redman set to drive it during the feature race on Sunday.

Oil Drips

OVTC Members Submissions

The last qualifying run of the day for the group 10 (the TR8s) was at 4:00 so we hung around for that and quickly left for town and the re-enactment. Main street was closed and there were race cars lining both sides of the street. Beer was flowing freely and there was a definite carnival atmosphere. Great cars with special guests making speeches at one end of the street (didn't get close enough to listen, but have heard this is another highlight of the weekend. Did see Vic Edelbrock sitting on the fender of his Corvette racer and a lot of the local Triumph guys from Ottawa. Walking along the rows of parked cars we had to do a double take, there was Andre sitting in the passenger seat of a TR6 racer looking like the cat that just swallowed the bird or as I told him when taking a picture "give me your best sh@#&*t eating grin". He had managed to snag a ride for the race re-enactment.

Very friendly bunch of car geeks (me included). About 6:00 the race re-enactment started. This is three circuits of the original track through town with a maximum speed of 45 mph, although I am told that when the cars get away from the downtown area the fun begins. After the racing the street turns into a street party with rock bands playing from balconies. Old farts anonymous...I fit right in.

Saturday we were up at the crack of dawn, first qualifying for group 10 at 8:30. We started checking out good vantage points for watching the races. I wanted to get a good spot to film the Triumph feature. Lots more walking checking out the vendors including Ted from TSI and some of the other cars. We met Bill Emery who had a TR7 SCCA car racing. Took a ton of pictures which I have now posted.

<http://s173.photobucket.com/albums/w48/ACN1081/Watkins%20Glen%202008/>

Visited the Group 44 area again (a couple of times) to see if Bob Tullius had arrived. Unfortunately he couldn't fly in with all the hurricane activity on the east coast. Darn, really wanted to get an autograph. Around 4:00 a heavy fog rolled in and the racing had to be stopped. Can't complain too much as the weather Saturday was sure better than the forecast which had called for thundershowers all day.

Sunday was a great day with warm sunny weather. We spent our time between Peter's pit area the Group 44 area and the Friends of Triumph area. Got a lot more pictures including a bunch of the TR250K which I thought was a show car until I saw it winning races. Filmed the feature Triumph race which had 30 race cars. A TR6 won the race, followed by the TR250k, and in third on the podium was the TR6 Group 44 car. According to the officials, another TR6 was actually in third position, but it was an SCCA car which was not eligible for official placement or podium position.

Peter's TR8 worked flawlessly all weekend and since he was just breaking in a new and very expensive engine, he didn't push it over 6500 rpm all weekend. He'll be "loaded for bear" next time out though.

Watkins Glen is a must do event if you have never been. We even got in a tour of the beautiful gorge in the middle of town, which has water falls cut into shale rock along what seems like a 5 mile walkway through it. On the way along Seneca Lake coming and going, we saw vineyard after vineyard and many wine tour signs which reminded us of Napa Valley in California. Incredible weekend, incredible area, incredible friendly group of people. We will be back.

Paul and Kathy MacDonald

OVERDRIVE www.ovtc.net ©2008

Triumph 23rd Psalm

The Triumph is my car

I shall not want another

It maketh me to lie down in oily places

It spoileth my good clothes

It leadeth me into deep mud holes for its name's sake

It prepareth a breakdown for me in the presence of my enemies

*Yea, though I run through the valleys,
I am towed up the hills*

I fear great evils while it is with me

Its rods and engines discomfort me

It anointeth my head with oil

Surely to goodness if this thing followeth me all the days of my life

I shall dwell in the house of the insane and forever

Amen

Oil Drips

OVTC Members Submissions

I open my eyes and look at the clock, it is 5 a.m., I can hear the pitter patter of rain on the patio roof. This wasn't in the forecast. I roll over and go back to sleep. At 7 a.m. the sky is grey and ominous. We crawl out of bed in the hope that things will improve. By 7:30 as we make our way to Tim's for breakfast and a coffee it is still very grey to the south, but blue sky can be seen over the Gatineau Hills. Just before 8 an MGB GT arrives and at 8:15 Louis appears with his friends from Quebec. They must have brought the blue sky for now there isn't a grey cloud to be seen. It's a sunny, but still chilly day for a run to Kingston. In Richmond we are joined by Martin Burt and in Franktown we pick up Tim and Sue Dyer in the Volvo. We pause in Westport for a leg stretch then on to Kingston's City Park.

The Boot'n Bonnet Club always puts on a good show. We enjoyed a picnic lunch with friends and there were plenty of door prizes for everyone. A bevy of Morris Minors lined the path in front of the main tent, but my favourite vehicle had to be Tow Mater. Someone had spent a lot of money and time to make Tow Mater come alive from the big screen. It was well done making the appropriate sounds, spitting water at the right time and with an air filter that moved up and down. Everyone loved Tow Mater! Many pictures were being taken.

In the afternoon storm clouds could be seen building to the north of Kingston and many began to leave, making their way back alone or in small groups. The clouds seemed to pass to the east and Brian and I were able to enjoy beautiful sunshine all the way home.

Pat & Doc Mills.



Oil Drips

OVTC Members Submissions

Kingston photos by Jean Beaudry




WHAT WERE THEY THINKING

ebay silliness

From Tim Dyer

eBay Motors: Triumph (item 190250155057 end time Sep-13-08 15:55:02 PDT)

http://cgi.ebay.com/ebaymotors/Triumph-Triumph-GT6-engine-and-chassis-for-locost-of-



Starting bid: **US \$900.00**
[Get low monthly payments](#)

Ended: **Sep-13-08 15:55:02 PDT**
Shipping: To Canada - Check item description and payment instructions or contact seller for details
Sells to: Worldwide
Item location: Issaquah, WA, United States
History: [0 bids](#)

You can also: [Email to a friend](#)

Meet the seller
Seller: [bam09](#) (477)


Feedback: 100% Positive
Member: since Dec-03-01 in United States
[See detailed feedback](#)
[Add to Favorite Sellers](#)
[View seller's other items](#)

Buy safely
[Check the seller's feedback](#)
[Review the vehicle history report](#)
[Get tips and advice in the Buyer Checklist](#)
 This vehicle is eligible for up to \$50,000 in free Vehicle Purchase Protection

Listing and payment details: [Show](#)

1981 TRIUMPH TR7 CONVERTIBLE RED on eBay, also, Kit Cars, Cars, Cars, Parts Vehicles (end time 24-Aug-08 20:35:04 BST)

http://cgi.ebay.co.uk/1981-TRIUMPH-TR7-CONVERTIBLE-RED_W0QQitemZ300250420795QQ-



Current bid: **£2,000.00**
[Reserve not met](#)

Ended: **24-Aug-08 20:35:04 BST**
Postage costs: To Canada - Check item description and payment instructions or contact seller for details
Post to: Worldwide
Item location: Glasgow, Glasgow (City of), United Kingdom
History: [1 bid](#)
High bidder: [Bidder 1](#)

You can also: [Email to a friend](#)

Meet the seller
Seller: [trishvictoria](#) (55)

Feedback: 100% Positive
Member: since 10-Jan-03 in United Kingdom
[See detailed feedback](#)
[Add to Favourite Sellers](#)
[View seller's other items](#)

Ask seller a question
[Email the seller](#)

Buy safely
1. Check the seller's reputation
Score: 51 | 100% Positive
[See detailed feedback](#)
2. Learn how you are protected
Read our [safe buying tips](#)

Description Seller assumes all responsibility for listing this item

OVTC CLASSIFIED SECTION

One owner's junk is another's treasure!

A new thing for the Classifieds.

From now on you will see a number at the end of the ad, 2 or 1. Ad's will appear in 2 issues and count down, if you need to extended or remove the ad email me andre@gt6.ca

1971 Triumph TR-6

Price is \$11,500, Only 53,000 original miles (no rain or winters!)

Outstanding running condition; recent engine tune-up, Red with new black interior; new convertible top

Many new parts—more than \$3,000 invested since 2003, Very solid, well-maintained car that is pleasure to drive...

Car is at 10 Legacy Circle, Penfield, NY; call 585-218-6249 for info. [2]

FOR SALE : 1959 TRIUMPH TR3A

BODY OFF Complete Restoration. Rust free Nevada car stripped to bare metal epoxy coated,

all replaced or restored, needs nothing! Engine and full syncro Trans are TR4 Spec. Negative Ground.

\$25,000. FIRM, Milage shows as 85,659. Caledon East

Contact Alexander Stewart at 905-584-2941; or e-mail c.s.stewart@sympatico.ca [2]

1960 TR3A for sale in Ottawa; We have owned this car for the past 10 years and have managed to only put 4 thousand miles on it in that time. It currently has 62,239 miles and was purchased here in Ottawa from a firefighter. At the time we purchased the car, the previous owner stated that someone from your Triumph club is familiar with this car and has been in it. TS 82818 L is the serial #. It is presently appraised at \$11,500 and we are asking \$10,500 or best offer as is. Jim Ritari james.ritari@international.gc.ca [2]

FOR SALE: 1980 Triumph TR-7, Newly restored, 2-litre Twin Carbs, 5 speed Transmission, Never winter driven, New convertible top, Triumph stripe kit, Interior in excellent condition, Body- Rust free, Stripped & Repainted. Appraised at \$ 15,390.00 Selling price \$ 10,500.00 Contact (902)678-6223 (eve) [2]

1972 TR6 Body restored & painted Carmine Red in 2005. New parts since '05 include rear brakes, hand brake cables, coil over front shocks, clutch slave cylinder, battery, alternator, exhaust system, tie rod ends, wood steering wheel. Has good redlines, JVD cd/fm, original top. Runs strong, no smoke, always garaged. Will certify, \$15,000 includes \$900 in new parts. Located in Barry's Bay, call Eric evenings, 613-756-2763 or email canoes@nrtco.net [1]

To all you TR7 fans,

Terry Needham and his wife are moving to the Toronto area in about 2 weeks. Terry has a bunch of TR7 car parts that he will give away for FREE. Contact him at 613-727-0953. [1]

1969 Triumph GT6 Engine & Chasis - completely rebuilt. Two car bodies also available. Contact jtbradley@nexicom.net or phone 705-738-1222.

This is a project ready for completion by someone.

There are \$10,000 worth of parts (not including the labour) but am asking \$7500.00 for the lot.

Chasis includes: springs, shocks, differential, driveshaft, transmission - all new or rebuilt

Engine rebuilt, Custom Seats, Interior Carpets, headliners, Seal for around doors,, Triumph Mag Wheels, New Tires

Everything is ready to go but the bodywork - there are two bodies included in the \$7500 asking price. [1]

Submit your free ads to the Newsletter
Editor no later than the 1st of every month.
The ad will run for 2 issues before being deleted
unless you request an extension.

OVTC CLASSIFIED SECTION

One owner's junk is another's treasure!

Forsale 1980, TR7, 113,000 km. Exhaust system brand new, in great condition. Professionally appraised at \$6,000. Asking \$4,500 Contact josee.augustin@sympatico.ca [0]

Spitfire Parts:

I have a complete 1969 Spitfire with spare engine and many spare parts that I have owned since 1971 and now have decided to part with. I would like to make parts available to your members before sending this car to the scrapyard. I will give most parts for free. Bill Ferguson, Ottawa b-j-ferguson@rogers.com 613-521-6353 [0]

TR3 Parts:

Custom fit car cover (moisture resistant + breathable)
10 " Brake Drums (honed,sand blasted + painted)
NOS Lucas Chrome Headlight Rims (spilt type)
Lucas lamp units- bulb type
Lucas generator -C40T with pulley + spade connector
Stellings + Hellings style slim line 1/14 inch chrome air cleaner
Sun Visors with re-chromed brackets
Link Rod -after market-eliminates wear point`s on TR rod
shennessy@rogers.com / 613 830-0121 ask for Shaun [0]

Submit your free ads to the Newsletter
Editor no later than the 1st of every month.
The ad will run for 2 issues before being deleted
unless you request an extension.

OVTC OVERDRIVE PASSWORD

Ottawa Valley Triumph Club

2008

Issue 004 = spitfire

Issue 003 = lemans

Issue 002 = hot

Issue 001 = back

2007

Jan = nosnow

Feb = red

Mar = TR6

Apr = spring

May = Ancaster

June-Aug = summer

Sept = Fly

Oct = Orange

Dec = snow

2006

Jan = red

Feb = baby

Mar = smoke

April = triumph

May = James

June = drive

July = Doc

Aug = Steph

Sept = TR2

Oct = goodwood

Nov = cold

Dec = snow

2005

Jan = yellow

Feb = redtr3

Mar = stag

April = GT6MK3

May = TR7

June = Spitfires

July = Mosport

Aug = ABCD

Sept = TR4

Oct = rain

Nov = fall

Dec = snow

2004

Jan = bonnet

Feb = clutch (not used)

Mar = diff

Apr = kit

May = speed

Jun = RACING

Jul = ignition

Aug = gt6

Sep = octane

Oct = stainless

Nov = cam

Dec = jingle

2003

Dec = peanut

OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

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



◆ ◆ ◆

E.T. (EVAN) DAVIES, ABR

ASSOCIATE BROKER
ACCREDITED BUYER REPRESENTATIVE

Phone "ET" For A Home

200-1335 Carling Avenue
Ottawa, ON K1Z 8N8
BUS: (613) 725-1171
FAX: (613) 725-3323
TOLL FREE: 1-800-307-1545
www.ctihomes.com

MASTERS SALES AWARD

ROYAL LEPAGE
Team Realty

ABR

REALTOR

Executives for 2008

President | Don LeBlanc 613-820-8680 dleblanc@businessaccelerators.ca
Vice President | Wayne Mercer wmercerc@hotmail.com
Treasurer & Membership | Tim Dyer 613-253-4126 kingscreektrees@aol.com
Events co-ordinator | Louis Boucher louisboucher@videotron.ca
Publicity & Communications | Pat Mills pmills@rogers.com
Editor & Webmaster | André Rousseau 613-590-7365 andregt6@hotmail.com
Regalia Ray | Roly Mailloux rdmailloux@sympatico.ca