



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club
July 2009



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Barry's Bay Weekend Trip

How many OVTC members does it take to start a Spitfire?
Answer inside...

NEXT EVENT

All British Car Day – July 11, 2009
See President's Message for details.

PRESIDENT'S MESSAGE

By Don Leblanc

July 11 is the big day. It is finally here! The 5th annual All British Car Day in Ottawa will be on Saturday July 11. Come on out for a great day at Britannia Beach Park. The show starts officially at 10 am and lasts until 4 pm. Details are on the website (www.britishcarday.ca). We will have door prizes and food for all participants. The menu is a bit different this year, and we will have hamburgers and veggie burgers instead of sausages. The featured marques this year will be Mini (50 years) and Morgan (100 years). The Land-Rover club will be demonstrating a Twist-Off, which is typically done competitively at Land-Rover events. Something new we will be doing this year is a 50/50 draw to raise money to donate to the Ottawa Hospital.



Lots of people have signed up to help as volunteers at the show. Thank you. We will be confirming times and activities in the next couple of days. If there are any others able to help out for an hour that day who haven't signed up yet, please contact me as soon as possible through either info@britishcarday.ca or president@ovtc.net. The show runs smoothly when we have lots of people each helping a little bit throughout the day.

Finally the weather was cooperative, and the weekend trip to Barry's Bay that Dean organized this year looks like it was a great success and the people who were able to participate had a lot of fun. It takes a lot of work to put together a big event like that by yourself. Thanks Dean! A write-up and some photos from the weekend are elsewhere in this newsletter, and the photos are on the OVTC website.

How are you doing with the OVTC distance contest this year? It would be interesting to hear interim updates at the next meeting. Any long drives taken, who's driven the most so far? Remember, there will be prizes awarded in November for the winners.

To put it mildly, Mosport was a bit wet this year. Still it was a fun weekend, and Andre spent a lot of time as pit crew for a friend of his from Montreal. It was a Fiat rather than a Triumph, but who cares? He had a great time doing it and has written a short article for the newsletter about his experiences that weekend. As I'm sure most of you already know, Andre has bought a race car himself this year and is working towards getting it on the track for next year.

Coming up in August we have a few dates to keep in mind. There will be reminders later in July, and details from Dean, but I'll mention them briefly here so you can start thinking about them.

- Tuesday August 4 will be the British Invasion at the Hazeldean Mall Cruise night. This has usually been held later in August but was moved to the first part of the month this year. Typically consists of participating in the car show early, leaving about 7:15, going for a short drive and a dinner out with members of the various participating clubs. Lots of fun!
- Sunday August 16 will be the Boot 'n Bonnet British Car Day in Kingston.
- Saturday August 22 (rain date the 23rd) will be an OVTC club drive and the BBQ. Details will be coming soon, but please mark the date.

Sadly, the TriuMGee event had to be cancelled at the last minute. We are still going to look for other opportunities to get together with the MG folks so we can do something fun with them later in the driving season.

Happy motoring – See you at the All British Car Day on July 11.

Cheers,

Don

401-PACK Mini-Trials – Aug. 14-16

By Martin Burt

TR6 and TR250 owners out there might be aware of the 6-Pack Club for owners of those cars and its lively online discussions. An Ontario-Quebec Chapter of this club has recently been formed and named the “401 Pack” after the highway that connects its members.

An inaugural meeting is being planned for August 14-16 in Belleville, ON. Events planned include a Friday evening BBQ, a Saturday Show and Shine, followed by a drive through Prince Edward County along the Loyalist Highway and a visit to the RCAF museum. On Sunday, they'll be a drive to Kingston to the Boot'n Bonnet British Car Day which will be celebrating the 40th anniversary of the TR6.

It promises to be a great weekend and special rates have been organized at the Comfort Inn, Belleville. I'll be attending the event and will organize a group drive down to Belleville if there's enough interest. For more information, please contact me at overdrive@ovtc.net or the organizers at canada6pack@rogers.com.



EDITOR'S EXHAUST

By Martin Burt

Well, the weather hasn't been the best for driving with the top down in the last few weeks (didn't I say that last month too?), but let's hope it stays dry this Saturday for the ABCD. The ABCD is my favourite event of the year and I always mark it on the family calendar as soon as the dates are known. The wide variety of cars, the beautiful location on the river and the interesting conversation make it a marvelous event. My father and brother will attend with their British cars too, so it's a family affair (yes, they're inflicted with the LBC bug too).

As well as the great drive at the 40th anniversary dinner, last month's club meeting also featured a nice drive. I think we had 15 Triumphs, of various descriptions, take a winding circuitous route from the clubhouse to Barrhaven for ice cream. It's fun to talk about our cars and work on them, but nothing beats driving them, so let's hope we get some more nice club drives in before the all too short summer ends.

Once again, thanks to everyone who provided articles and photos for this issue and please keep them coming. (If you've sent me something and I haven't used it yet, please be patient. I'll get to it).

Cheers,
Martin



Barry's Bay Weekend Run

By Dean Hummel

It was not the most auspicious start to the weekend run to Barry's Bay.

- Saturday morning dawned cloudy and cool with the threat of rain.
- I arrived 5 minutes late at the first meeting point in Kanata. Everyone else was there waiting for me.
- When we got ready to depart, Bob's Spit would not start so we push started it.

In total 4 cars left from Kanata, and 2 more were to meet us in Almonte. We were on the road by 0945, and arrived in Almonte after a leisurely drive along March road at about 1020. In Almonte, Bob's Spit fired right up and the clouds were clearing. Things were looking up. We left Almonte around 1035 and headed to Pakenham and from there through Burnstown, Calabogie and down to the hydro dam where we stopped for pictures. By the time we got to the dam the sun had finally broken through and it was turning into a fine hot day. From there it was on to Griffith for a picnic lunch. We managed to find a shady spot right by the river.

And finally from Griffith on to Barry's Bay arriving around 1430. The first order of business after checking in was a run to the beer store! A bottle of Spitfire Ale was purchased in the hopes it would prevent further mishaps with Bob's car. The rest of the afternoon was spent shopping in town and generally chilling out.



That evening we went to the Wilno Tavern for dinner. We met up with some friends of Bob and Mary Kay, first at a place called Pickles and Quilts right beside the tavern. They are a deli that also happens to sell local music, art and hand stitched quilts. Most charming. The tavern has a Polish buffet on Saturdays and they did not disappoint. We also met up with 2 local Triumph owners who live in Barry's Bay. Eric and Sharon were in the process of rebuilding a TR6. It was a pleasure to meet them and they joined us for supper.

On Sunday we left the motel by around 1100. Some chose an early breakfast, others chose to have the brunch menu which did not start until 1000. Brunch was awesome by the way :-). We then made our way to Foymount with Brian leading us over some different back roads than I had planned, they were good and windy but in need of repair I felt really sorry for poor Brian's back after that run!. In Foymount we stopped by Sierra designs warehouse (Black River Designs) at the top of a hill located in what used to be old Air force buildings . I did not buy anything but Darlene picked up 13 items for less than 100 dollars!

By this time Bob's Spit had pretty well given up starting automatically and it was a push start for every attempt. Fortunately the Spit was the lightest car present, so it was no big deal to get her going. We next made our way to Balaclava, an abandoned lumber village from about 100 years ago. As you can see after the visit Mary Kay did her part in keeping things moving.



After that it was back down to Calabogie and up to Pakenham where we stopped for a short break to ease Brian's back. Personally I think it was to stop for the French Fries which were very good. Nice call Brian! From there it was back on towards home to conclude our weekend run in the upper Madawaska valley.



The top 4 things I learned from this trip:

- It takes 6 people to put up a TR4 top
- It is very important that when going on drives that your wife be fit so she can push start your Triumph if there is any trouble getting it going.
- Suntan lotion must be applied regularly to prevent blistering.
- Triumphs travel best in groups. (What is the collective term for a group of Triumphs anyway? A "Lucas of Triumphs" perhaps?

In summary an excellent time was had by all. Looking forward to next year!

Dean

OIL DRIPS – OVTC Member Submissions

Leave it to me...

By John Day

...to find a car museum in Peru! Near the end of my visit with friends in Lima, Peru, I learned of a car museum & restoration facility on the outskirts of town. My friend Russ had been to the place a couple days before while I was touring the southern part of the country (as an aside: I highly recommend Peru as a holiday destination!). He told me about the place on my return and said I would definitely enjoy seeing it. He was right!

The museum is the personal collection of Mr. Jorge Nicolini, who is apparently Peru's pasta king. He's now in his late 60's, and his main focus now is his amazingly large and diverse auto collection. It seems that pretty much every classic & sports car that ever entered Peru has ended up in this collection, which includes marques as varied as Rolls-Royce, Pierce-Arrow, Stutz, Allard, Shelby mustangs, Cadillac and Lincoln, with various models of each. Many, many examples of 30s & 40s Chevrolet, Ford, Pontiac, Buick were also on hand, with such rarities as Auburn, Kaiser, DeSoto, and Wanderer thrown in for good measure. There were probably 60 restored (& running) cars in the museum area. After wandering around this amazing collection for a while, we moved on to the shop facilities.

The restoration shop, located in another adjacent building, could best be described as "Jay Leno meets Hallville"! There were a number of restoration projects on rare classic cars going on simultaneously, with no real obvious indication of what project was most important or first in line for completion. We observed one of the workers removing a hub cap for a 1936 Mercedes from the copper plating tank; I had the cap placed beside a completed chrome hub cap for comparison. The tanks were large enough for a 50's Cadillac (which is good, because there are a couple in the collection).

I was lucky that day as Mr. Nicolini himself was there, overseeing (hard to say if he was actually directing)

the operations, with a friend of his who'd had his 1953 Pontiac restored there (the friend's Pontiac looked sensational). He was a very delightful person to talk to (he spoke excellent English), and you could tell he was enjoying his hobby very much. We chatted about cars, and he perked up when I told him of my E-type (maybe I could've negotiated a trade for one or two of his British cars – he had a Jag Mk V, a pair of Allards, a flat-rad Morgan, and an Austin-Healey 3000). It was hard to believe that the cars in the museum collection were restored largely in-house. I meant to ask Mr. Nicolini where he found his craftsmen – Peru is not a place one would expect to find restoration specialists, after all. I suspect that the restorations take more hours to complete than would be in North America, but the wages paid are likely so low, that isn't particularly troublesome.

After bidding farewell to Mr. Nicolini & his friend, Russ & I dropped in to the gift shop/bar to pick up a couple souvenirs: I got a ball cap, a key ring, and a coffee mug with an Auburn (Russ got a mug with the 1915 Wanderer). The bar is lined with photos of various car events, rallies, etc that Mr. Nicolini had participated in. A nice shot of him in his Shelby GT350 (one of 5 originally imported to Peru) was front and centre.

The museum and shop was an unexpected surprise of my visit to Peru, and adds to my list of other auto museums I've visited in other countries. Anyone who is interested can have a look for themselves at the website:

I'll be glad to show the photos at a future OVTC meeting, too. Cheers, J

Related links:

<http://www.museodelautomovilnicolini.com/>

http://www.limaeasy.com/museums/museo_colocion_nicolini.php

Hazeldean Cruise Night, Drive and Dine – August 4th

Hazeldean British Invasion



Similar to previous years, there will be a “British Invasion” of the Hazeldean Cruise Night. This year it will be on Tuesday, August 4th, instead of later in the month (it usually was held on the same day as our August OVTC club meeting). This event combines a car show with a short drive to a dining spot afterwards. The Hazeldean Cruise Night organizers have set aside a section for the British cars that evening. All the British car clubs in Ottawa have been invited to come out for this. Plan to arrive at the Hazeldean Shopping Centre any time after 5:00 pm on Tuesday, August 4th. (It is located on Eagleson Road, just south of Robertson Road/Hazeldean Road and about 2 km south of the 417 exit on to Eagleson/March Road.)

The British group will leave the Cruise Night at around 7:15 – 7:30 pm for a 20-30 minute group drive to enjoy dinner at the eating place. More details on the restaurant etc will be coming soon. These nights are a lot of fun. Last year we had over 40 cars – I hope we can match that this year.



What is it?



Frog as found under a TR8. This frog zigged when he should have zagged and ended up joining Fran and Bob on the trip to Barry's Bay. Fran wanted me to send you the picture. It was a great trip – everyone had a good time.

Pat

What's wrong in this picture?



(Thanks André)

OVERDRIVE BACK ISSUES

Here are the passwords for back issues of the Overdrive, which can be found on the OVTC website at www.ovtc.net/overdrive.html

2009

July = starter

June = volunteer

May = fling

April = gokart

Winter = 20years

2008

Issue 005 = 1971

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

Barry's Bay Run - Bob's Side of the Story

By Bob Holmes

One day a couple of weeks before the OVTC Barry's Bay run I got in the Spit, turned the key and got nothing but a clicking sound. Hmm...Did I leave something on and kill the battery? I'm in a hurry, no time for this, let's just throw on the charger and take the truck. Next day starts it fine I don't give it another thought. When I get in the Spit to go home from Tuesday's night's regular club meeting four days before the run, same clicking. Oh well Spits are easy to push start and off I go. Of course I can't get it to repeat the fault all week. I swap out the battery with a newer one from one of my other cars and hope for the best. Of course the fault reappears when I try to start it up to leave the Kanata CTC parking lot on the very first leg of the Barry's bay weekend trip, and about nine out of ten times for the rest of the entire trip weekend. By the end of the weekend Mary K (my dear wife) and my fellow club members were well practiced at push starting me and I was getting better at finding down-sloping parking spots to make push starting easier, much to the amusement of the entire OVTC gang!

After getting home and letting the car cool, I pop off the engine bay valence and the starter motor cover. For those who may not know my Spit, about 30 years and 75,000 miles ago, a previous owner blew up the original engine and replaced it with a mid 70's vintage Toyota Corolla, 1.6l 2TC engine/Transmission. This engine has the more modern style of starter system where solenoid is attached to the starter motor, and the heavy cable for the starter motor current runs from the positive battery terminal all the way down to the solenoid on the side of the starter motor. A secondary small gauge wire from the ignition key switch triggers the solenoid in which a plunger moves forward to fully engage the motor shaft gear to the flywheel _before_ power is fed to the starter motor itself. At the end of the solenoid plunger's travel it closes a set of heavy contacts that feed the power to the starter motor. As the stock Spit's starter engages the flywheel by mechanical means alone it's solenoid is on the firewall beside the battery. The simplest modification for this engine swap was to leave everything original and run a 3 inch jumper wire from the Toyota solenoid's heavy battery cable terminal lug to it's triggering connector.(see attached photo) When the stock solenoid sends allows current to flow to the stock starter motor cable the jumper wire triggers the solenoid.



So as soon as I touched this jumper wire the car starts fine again and I can't get the fault to repeat. The trigger terminal on the solenoid is a male spade connector and there did seem to be a bit of corrosion on the matching female end of the jumper wire. Maybe two different types of metal reacting over the years?? I'm far too lazy (and too cheap as well) to replace the entire starter unless I'm sure it really needs it, so I'm going to leave it like that and see what happens. So if you see a red Spit parked on a hill somewhere it's probably Mary K or I just hedging our bets!!

See you all out there!

Bob (can you give me a push) Holmes

All British Car Day
ABCED
Ottawa-Canada

Saturday, July 11, 2009

10am - 4pm

Britannia Park, Ottawa, Ontario

www.britishcarday.ca

Participants fee is \$20, includes lunch for two, door prizes & participants choice prizes for top 3 vehicles

Admission FREE to general public

Directions: From HWY 417 Ottawa, take Greenbank/Pinecrest exit to Pinecrest North, continue past Carling Avenue, where Pinecrest becomes Greenview. Follow Greenview to the end – the park is beside the Ottawa River, Britannia Beach

For more information – info@britishcarday.ca or (613) 596-5692

EVENTS

July	11	Ottawa All British Car Day (ABCD) (www.britishcarday.ca) Morgan (100 years) and Mini (50 years) Featured Marques	
	12	Merrickville Cruise and Shop (www.merrickvillecarshow.com)	
	19	British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)	
	19	Lindsay Brits in the Park Car Show (victoriabritishcarclub.ca)	
	19	Cornwall Car Show, Lamoreux Park, Cornwall (www.goodtimecruisers.ca)	
	19	Arnprior Classic Vehicle Show	
	19	Cumberland Heritage Museum Car Show (10 am – 4 pm)	
	TBD	OVTC – Calabogie Parade Lapping –	
	25	OVTC – Multi garage tour & picnic (date to be confirmed)	
	25	Canadian Tire Charity Car Show, Hunt Club & Merivale (www.carshowsite.com)	
	26	Smith's Falls Car Show	
	28	Monthly Club meeting – Knoxdale Community Centre (TBD) – Speaker TBD	
	August	2	Brockville Car Show (www.tisma.ca)
		4	Hazeldean Mall British Invasion (organized by Ottawa Jaguar Club)
8		Parker Auto Car Open House	
7-9		The Roadster Factory Summer Party, Armagh, PA (www.the-roadster-factory.com)	
7 – 9		Aylmer Auto Show and Swap Meet (www.autoshowaylmer.com)	
9		Kemptville Car Show (date to be confirmed)	
14-16		401-Pack 1st annual 6-Pack Chapter event for Ontario/Quebec TR6 and TR250 owners (Belleville)	
16		Boot 'n Bonnet British Car Day, Kingston Celebrating 40 years of the TR6 www.bootnbonnet.org	
16		Canadian Guide Dogs for the Blind British Social (Manotick)	
16		British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)	
16		Upper Canada Village Car Show (www.cornwalloldecacarclub.com)	
22 (23)		OVTC Drive & BBQ Event at Dyer's second property	
23		Rideau Carleton Slots Car Show	
25		Monthly Club meeting – Knoxdale Community Centre (TBD) – Speaker TBD	

EVENTS continued...

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- September**
- 6 CHEO Charity Car Show (Hazeldean Mall)
 - 11 - 13 US Vintage Grand Prix (Watkins Glen, NY)
 - 18 – 20 British Invasion (Stowe, VT)
 - 19 Aylmer Cruise & Corn Roast (Galleries Aylmer – 11 am – 3 pm)
 - 20 Toronto Triumph Club Bronte Creek British Car Day
 - 20 British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)
 - 22 **Monthly Club meeting – Knoxdale Community Centre – Speaker TBD**
- October**
- TBD Rally event organized by Ottawa Jaguar Club
 - TBD **OVTC Fall Colours Drive (OVTC only)**
 - TBD **All Clubs Drive to Tremblant** or other in Gatineau Hills (OVTC organized)
 - 18 British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)
 - 27 **Monthly Club meeting** – Knoxdale Community Centre – Speaker TBD
OVTC Elections & Pizza Night
- November**
- 15 British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)
 - 24 **Monthly Club meeting** – Knoxdale Community Centre – Speaker TBD
- December**
- 15 **OVTC Christmas Party**

CRUISE NIGHTS

-
- | | | | |
|------------------|---|-----------------|---|
| Tuesday | Hazeldean Mall (starts May 5)
Hawkesbury (starts May 19) | Thursday | Canadian Tire Merivale Rd (starts May 14) |
| Wednesday | Rideau-Carleton Raceway (starts May 6) | Friday | Kemptville Food Basics (starts May 8) |

Dates and times are subject to change. Please check with the event organizers for changes. If you notice any errors or omissions, please pass the correct information along to the editor at overdrive@ovtc.net

JUNE OVTC MEETING



AUTOJUMBLE

TR6 Rolling rust free chassis.

Good fenders, doors, floors, engine bay and trunk. Comes with factory hardtop. Hardtop needs headliner and minor repairs.

-TR6 rebuilt engine with new crank, new high performance cam, bearings, oil pump etc. Work completed at AC Machine Shop in Hull. \$2000.00

-TR6 overdrive transmission \$1500

-TR6 deluxe Black carpet kit NEW in box \$250

-TR6 Pacesetter freeflow exhaust complete from ex manifold back to the four chrome tails \$800

-TR6 Brand new triple downdraft Webers with manifolds and linkages worth \$2000US before shipping and taxes: offers invited.

-TR6 black seats from a 75 model, no rips or tears but need seat webbings \$300

Plus assorted other items such as top frame and gas tank all in good condition. Call or email for pictures 613 258 0234

adriansawyer@cogeco.ca [1]

TR6 Convertible Top Boot in Biscuit Brand new, Everflex convertible top cover from TRF. Biscuit colour (caramel tan). Never removed from packaging. Asking \$225.

Contact Martin at burt@sympatico.ca [1]

Free

Set of Spitfire/GT6 shop wheels. Have tires, but not balanced.

Free or they go to the land fill.

Contact André at andre@gt6.ca [2]

TR6 gearbox

TR6 Stanpart in good working order. Was for a spare and never required. Price is \$250.00

Call Joe at 613-316-4311 Kars, Ont. [1]



AUTOJUMBLE

For Sale

'71 Triumph GT6 MK3 (registered as '72).



6 cylinder, 2,000 ccs, 4 speed manual, twin carbs (stromberg), 4 speed, 56,400 original miles, never winter driven. Mainly original equipment. Excellent condition (engine and body), appraised in 2006 @ \$9,600 .

\$9,500 or reasonable offer.

Tony Price 613-376-6439 or e-mail to price.tony@yahoo.ca

I live just north of Kingston. [0]

1974 Triumph TR6

Engine and clutch kit redone and more, \$4000 in improvements in 2008. 72,000 miles, paint not perfect but very clean and a very solid car. 4 speed 6 cylinders with no overdrive. \$10,000 Joe (514) 214-2534 or jofas@videotron.ca. Car is in the Montreal area. [1]



1974 1/2 Triumph TR6 - Pimento Red on Black Interior

Car whose restoration I cannot complete due to work and personal commitments. Car is a rolling chassis with full body. Body is in good shape with no rust, chrome is fair to good. Over \$8,500 in new parts since 2008 (most still in boxes), including -professionally rebuilt engine and carburetors (0 miles) - still in its crate; -reconditioned 4sp transmission, -new clutch master and slave, brake master and cleaned up booster, -black dash cover pad and radio console cover; -complete black seat kit (diaphragm, foam and vinyl, POR-15 painted frames), -heater hoses and all firewall grommets.

Also available 1970 TR6 rolling chassis and complete power train.

Looking to sell as a complete project and can deliver it in Quebec and Eastern Ontario. However I am also willing to part it as well.

\$10,000 OBO.

Please call Fergus at 613-277-8900 or by email at fbg@rogers.com [0]

*Submit your free ads to the
Overdrive Editor
(overdrive@ovtc.net)
no later than the 1st of every
month.*

*Ads will run for 3 issues
before being deleted, unless
you request an extension.*

1959 TRIUMPH TR3A \$ 20,000.



ReBuilt to TR3B spec. Body Off ,to bare metal, epoxy primed & Epoxy undercoated. Marine grade stainless steel fasteners, new elec wires, and seals, etc.. Engine rebuilt to TR3B spec. full synchro TR4 trans., stainless steel Monza exhaust, Hayden electric fan, New top, leather seats, 60 spoke wheels, SOLID CAR

Sandy Stewart Caledon East 905-584-2941 arielcyclone@hotmail.com [1]

TR6 engine, gearbox and differential



removed last fall from a 1974 TVR 2500M. The engine has the fan assembly, although it is not shown in the photos. The engine was reportedly rebuilt 5 or more years ago by a previous owner of the TVR. The differential is not shown. Asking \$1000 for everything.

Please contact

John Buszard

Email : john.buszard@nrcan-rncan.gc.ca

Work : 613-948-5188

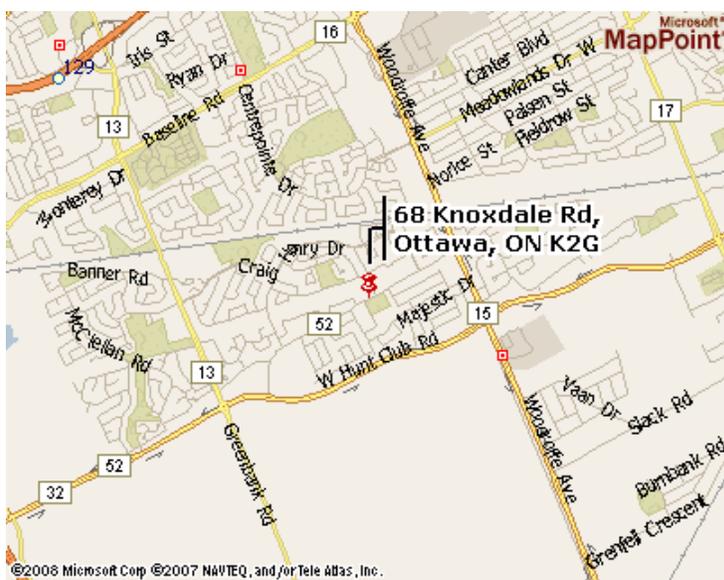
Cell : 613-263-3969 [0]

OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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 Barry Bowden
 31 Marchvale Dr
 Kanata, ON K2W 1C1
 Tel: 613-839-1110
 E-mail: membership@ovtc.net

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