



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September 2002



Triumph Spitfire Pro Street / Race Car for sale on EBay (see details in newsletter).

September Meeting

The September meeting will highlight the OVTC Executive Elections for 2002–03. As the driving season winds down, so too does the tenure for the current OVTC executive. It is important for as many members as possible to attend the September meeting to help determine who will guide the club into the next year. All positions are up for grabs this year, unless the incumbents wish to continue on in their current duties. Your trusty newsletter editors, Mike Graham and John Day, are particularly ready to step aside, and in fact the newsletter may have to be reconsidered in another form if nobody else steps up. John is winding up his Triumph involvement for the foreseeable future, having been on the exec of the OVTC in some capacity for every year but one since 1990. Mike has also been on the Executive since he joined the club. It's time for some fresh faces to step up and take the lead for a while.

Fall Colours Tour Planned for October 6

We've arrived at the last club event of the (driving) season. The Fall Colour Tour and BBQ, like last year, will be hosted by Louis Boucher at his home in Aylmer. Louis is planning a tour of the Outaouais, including Wakefield and Old Chelsea.

The participants will meet up at 10:00 a.m., Sunday, October 6, at the park by the Champlain bridge at Island Park Drive. From there, Louis will lead the convoy on a tour through Gatineau Park and back roads to a brief stopover in Wakefield (with perhaps a pause at one of the patio bars by the train track?), before touring back through Old Chelsea and on to Louis' house and the BBQ. There we'll see the progress Louis has made on his TR3A restoration since a year ago.

As is custom, the club will provide the pop and eats, while everyone provides their own drinks. Let's hope for a nice, 'Indian Summer' type day for this final club tour. Participants are asked to contact Mike Graham at 258-2901 or John Day at 723-9876 (or their e-mails as listed elsewhere in the newsletter) before October 1 to help us confirm how much food to have on hand. Let's have a good turnout for this last road event of 2002 (with the possible exception of the Xmas party if it is as mild as it was last year!)

Events Reports (hopefully others to come!)

The Boot'n Bonnet British Car Day, Kingston, Ontario by Livia Haasper

Sunday, August 25th, turned out to be a wonderful sunny day. It was top down action all the way to Lake Ontario to attend the Kingston, Ontario, Boot'n Bonnet British car show. This year, the show celebrated the 40th anniversary of the Triumph Spitfire. We couldn't resist, attending this show in support of our beloved car.



To our disappointment, only ten Spits were entered, but they proved to be very nice ones indeed. The show surprised us with many interesting British Cars, including a rare Jensen Healey, a Morgan three wheeler with a V2 engine exposed out front, and an Austin Marina. Also to be mentioned should be two Rolls Royces from the early 1920s, two beautiful Lotus Elans, Europas and Esprits, different types of Jaguars, lots of MGBs and MGAs, TAs, TFs, Austins, Morrises. A truly rare British treasure was a Berkeley. And, of course, many of our beloved Triumph's, including some cars belonging to members of the OVTC. Sadly, no GT6s were presented.

The best in show was awarded to a 1949 Allard M Type belonging to Norm and Sandy Mory, Second was given to a Jag 3.8 Mk2 Saloon, and third was a beautiful 1962 Morgan Plus A, owned by Peter Pfahl. The Trophy for the Spitfire was awarded to the concours Mk 2 of Bernice and Tom Popkes of Gananoque, Ontario.

My interest was stirred when a Mk2 Spit, sporting the description GT6, Mk2 entered the park and parked beside me. It was the Spit6 of David and Kelley Stock of Picton, Ontario. David started the restoration two years ago, by using a 69 Mk 2 GT6 chassis and drive train, then installing a Vitesse engine. For the body, he used a Mark 3 Spitfire tub and a GT6 bonnet. He has dual Stromberg carburetors installed, and used the bigger GT6 brake system. The transmission is a GT6 one with overdrive. David has outfitted the car with a Spit hard top. He completed all of the body work and gave this Spit 6 a racing green paint job. It's certainly a strikingly nice looking Spit with its GT6 bonnet.

The show came to an end with a BBQ provided by the Boot'n Bonnet, and the presentation of the awards. It was a great day in the Kingston City Park under the shade of some lovely big trees and the company of many LBC enthusiasts.

Cover Story — Spitfire Racer

Current price on EBay is \$3,800 US (reserve not yet met). Here is what the owner has to say about the vehicle and its condition: One of a kind, nothing else like it. Stretched 26" with a 112" wheel base. This car has a double frame rail chassis with 2" x 2" lower rails and 1.25" x 1.25" upper rails. The front suspension consists of custom A arms and modified Vega spindles. The rear end is a solid mounted 8 3/4 Mopar with Strange Spool and axles and 488 gears. The engine is a basically stock GM LS6 454 crate motor with a Competition cams cam and a Holley tunnel ram. The transmission is a built turbo 400 with a 10" converter. The body is all steel and highly modified. The paint is base coat clear coat and done in Kawasaki racing colours. The front rims are weld wheels and ride on Michelin tires. The rear

rims are custom 15 x 18 Monocue's and roll on Mickey Thompson tires. The car is street driven and is a real head turner. This car has never been shown or been displayed in any magazine. Therefore, the new owner can be the first to show the car and put it in magazines. Unfortunately, the car has never been to the track. I believe that the car will turn nines with the present drive train, however, it should easily run in the 7's with the proper motivation. This car hooks hard and goes straight, even on the street. The car also stays cool, about 190 degrees regardless of the outside temperature or how fast the car is going. Obviously, there is too much to list, so more detail is available upon request (Ken at 410- 668-7641).

The car is in very good overall condition. It has been finished and lightly street driven for approximately 5 years. This car is also always garage kept. The paint is nice but not up to strict show standards. It did have some runs in the clear, but these were mostly sanded out before buffing. A skilled person could probably get the paint ready to show without much work. The engine is new out of the crate with low miles since installed. The carbs need to be rebuilt or replaced though. The tires are also brand new, less than 30 miles on them.

Oil Drips

Paul MacDonald reports that he just got his newest TR8 back from the paint shop a few weeks ago. Next was assembly time; however, as anyone who has done this knows that parts must be "worthy" of being attached to the newly painted car, so a lot of parts reconditioning was undertaken. The paint job turned out very nice ... no complaints (that's unusual) of the work done by MAACO on Cleopatra. Once I got the driveline connected and the battery installed, it started first kick. Then, it was off for a spin up the street... slowly ... still no door latches.

Livia and Wilf Haasper have been searching for a GT6 to restore for a few months now. Overdrive has learned that they have located a car and are soon to take possession. More details to follow as the story unfolds!

Michael Graham has finally got his TR6 back on the road after replacing the rear u-joints and hubs and rebuilding the rear wheel cylinders. Nice not to have that clunk in the rear end any more. A technical presentation and a newsletter article are planned.

Who Says MG Owners Don't Have a Sense of Humour?



For Sale/Wanted

I have a **1958 TR3A** that is in storage that I would like to sell. The vehicle has been stripped down, and I have all the parts such as the seats, roof rack with old cover, windows etc. The body is complete with engine, transmission, dash complete with instruments in good shape. I am asking \$900 Canadian. Roy Smith 837-3214.

TR3A restoration project for sale. Two cars to make one great one and many extra parts. Wire wheels and steel wheels, overdrive. Some of the additional parts include extra radiators, doors, trunk lids, hoods, instruments, generators and many more. Includes engine stand for removed engine. One excellent chassis, one very good one. Perfect inner fenders but floors, rocker panels, etc. will need work. Complete the restoration, then make a fortune selling the extra parts. Free delivery to Ottawa area. Call Tim Dyer, 253 4126 or e-mail me kingscreektrees@aol.com

1962 TR4 for sale. The car is red with black interior and has 67000 miles on it. The car is a good driver but is not a show car. I have had the car for about 12 years now. I rebuilt the motor and transmission about 5 years ago, they have less than 5000 miles on since rebuilt. If anyone is interested in more info or would like to see the car they can contact me: Rick Phenix, phenix.r@forces.ca, rphenix@sympatico.ca, Work Phone (613) 992-5357, Cell Phone (613) 761-8528, Work Fax (613) 996-6782, Home Phone (613) 824-0219.

Wanted —Windshield for TR7. I am looking for a windshield for a Triumph TR7 drop top. Don Bryant, (613) 831-0888, Cell: (709) 682-9045, Don.Bryant@xwave.com

1963 Triumph Herald coupe. Car has been in storage for 25 years and is in need of restoration. For further info e-mail ajdayman@tcc.on.ca

1973 TR7 with half of restoration completed with a running restored engine new wiring and restored brakes. Complete body but needs a restoration project. Price is negotiable at \$3350 obo (Renfrew Area). Contact Bonnie at 613-752-2976 or email breid@renc.igs.net

Parts for Sale. I have a touch too many parts more than any one person could ever use. Any one needing anything for a TR4 short of interior parts, because I just have enough to put my three cars together. But, I have tons of everything else, including a lot of TR250 odds and ends such as a full drive train, which I think is similar to a TR6, as well as other bits that came off a car I just parted down. As far as the TR4 goes, I have everything from IRS to fixed axle. I am also able to get TR3 parts as well. Any of the parts can be bought as they sit or can be sandblasted, primed, or fixed and cleaned. Feel free to give a ring any time 613-838-9630. Neil.

1980 TR7. Convertible needs a new home. Third owner bought in 1992. Very good condition. Never winter driven. Brown in color but ready for a new coat. No rust just paint cracking. Interior tan in acceptable condition. Entire dash intact with no scratches or breaks. Wooden steering wheel and shifter. 5 speed, dual carbs, dual exhaust (chrome tips). Entire brake system including hoses redone last year. Changed alternator, starter, and radiator over the years. Top in excellent condition but zipper on window needs repair. Approx. 90,000 km. Asking \$4,500 negotiable. Will drive out of storage May 1st and be ready for annual tune up. Selling because I have no time to use or baby anymore. Tel (613) 291-5084 Ottawa area, please contact Atul.

1980 TR7. We recently purchased a 1980 TR7 convertible and are in the process of restoring it. We're hoping to find a parts car with matching interior upholstery items somewhere among your members — any suggestions? Please contact Dave and Terry Brown (terry@adbro.com).

Rare Herald 948. 1962 Triumph Herald Saloon, completely restored in excellent condition. Fiscal reality forces sale! \$4000 obo or interesting trade. Comes with safety certificate. Ottawa (613) 721-6127. Dave Delcorde

1980 TR7. It is in good condition. Never been winter driven. Body and motor and transmission all good — has been maintained on regular basis by Eric at English Motors on Bell Street. The upholstery needs to be re-done. 613-729-2366. Jeff Gould

Michelin Redline tires (4) for TR6, worn tread but sidewalls not cracked. Could be used for show or as spare. Make an offer (I will be very reasonable — I need to make room in my basement) Alain 742-1557

Wanted. Heater Coolant Valve for 1975 Triumph Spitfire . Mine is leaking rather badly and is causing me grief when I would really like to get the car out and running. Bob Samuel (bobsamuel@sympatico.ca)

Spitfire and GT6 parts. GT6 Parts: Rebuildable Mk3 bonnet \$100, Excellent Mk3 body shell \$400, Good mk3 body shell \$200, "+" seats 200. Spitfire Parts: 1296 short block \$100, 1147 long block \$200, 1296 head \$50, Mk3 fibreglass hood, Mk3 Seat frames \$50.00. Miscellaneous other parts. Call Gary at 836-6002.

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British Car, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. 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 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

OTTAWA VALLEY TRIUMPH CLUB

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*Please send submissions for **OVERDRIVE** to: 2422 Fairmile Road, RR4 Kemptville, ON, K0G 1J0, or electronically to: mgraham@achilles.net*