



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*June 2003*

## *Letter from the editor*

### *Roly's ice cream run*

It was all Roly's idea.

For the May meeting, our pres., Andre, had the glorious idea; this club was going on a drive around town. When an e-mail from Roly popped across the screen of my computer stating, "We better stop for an ice cream at the Dairy Queen, "Roly's ice cream run" was organized. I quietly commented "Roly, you and I shouldn't even be PARKING, at this establishment, but Roly choose to ignore this objection. The drive was on.

On May 27, just before dawn, 10 polished and gleaming Triumphs could be seen roaring around the city of Ottawa. "Oh, officer did the sign say the speed limit was 40, I thought it said 80 km/hour on the sign a few kilometres back?".....I was trying to catch up with the group, as I had been arriving late for the meeting and was running around, trying to get things organized and, not having had a chance to even look at the map to see where we were going, co-pilot and navigator Haasper had orders to make sure we didn't get lost. I stepped on the pedal, slid trough some yellows, but finally caught up with the group. Hot with racing fever, I managed to pass some cars gallantly on a four-lane. We leisurely drove though the east end.



Suddenly, in a dark street, Dean, in a TR8, passed me at the speed of light, tires squealing, Dean grinning, me cursing. We drove through the area along the Rideau Canal that is now home to the Tulip Festival. Wilf, my faithful passenger, hands waving in a sweeping motion: " Hey, honey.....look at the beautiful tulips, just like Holland" .....Quick glance, exhaust roaring loudly, spitting smoke, loud guitar rhythms blasting from the radio, images of tulips in bright colours of red, white, yellow flashing by ..... There is Dows Lake. Quick look to the right, yes, water, boats, out -door cafés, people walking, or are they jumping to the side for safety, tires squealing around the corners, going into the round about at a good speed.

"Take a left here, watch that pedestrians, did you see those beautiful blossoms?".....No she did not. No time to take the eyes of the road, the oil pressure gauge, the temp control, the speedo flashing back and forth, she's shifting wildly, she's trying to stay behind the TR8....The National Arts Centre, a red light, we didn't make it. Fingers drumming nervously "make it green, let there be green"..... The car is idling too slowly, we're vibrating to the beat of Jesse Cook. Finally we're on, first, second gear, exhaust fumes drifting by, there's a definite rattle under the car. Could it be the new exhaust, rubbing on the chassis?

Now, passing by Parliament Hill, the Supreme Court building. There is Mounted Police standing guard, alert eyes watching the parade of rumbling Triumphs with surprise. One by one, we casually pass by, frozen smiles, nodding in agreement to the speed limit. It's dark already; I can see Barry in his yellow Spit in my rear view mirror. He's trying to stay closely behind, but for some reason seems to disappear on occasion, and then suddenly he's back, taking up the chase again. Parliament is behind us, it's time for some speed, follow the leader down the Parkway along the beautiful Ottawa river. Barry is gone again. Surely, he must know the way to our destination, the Dairy Queen Ice Cream place on the corner of Merivale and Baseline. I nearly miss the entrance to this busy place where the first Triumphs are already parked. There's Jeff stringing booster cables. "What's the matter? "I inquire." Oh, my TR8 can't drive this slow, it's the carbs, I'm having some problems", John Tierney explains.....

The gang is already seriously working on huge amounts of the frozen stuff....." Wasn't that fun??" cried Mr. Pres. who didn't do any driving himself, but was leisurely enjoying the mild evening ride in a friends car.

Just another fun drive of the OVTC.

Oh Barry?.....He arrived after all, sporting a band of cement dust on the lower section of his Spit.....Parliament hill is under construction AGAIN.....

Roly????..... He never showed up. Was he was worried about his waist line after all?.....I received an e-mail this morning..... "Oops!!! My apologies to everyone. Sorry, I missed the fun run last night - especially the stop for DQ. I completely forgot about it".

Roly, you're now the creator of "Roly's ice cream run". The next banana split is on ME.....

Liv

<p><b>A reminder to all members. June is the month for our membership renewals. Please send renewals to Vivien Kaye, our membership person, at 1710 River Road, Manotick, Ont, K4M 1B4. Membership fees is still \$ 30.—per household.</b></p>
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### *Letters to the editor:*

Hi Liv,

Two thoughts cause me to write. First, I've been watching the Ottawa-New Jersey series on TV. I see there will be a game seven in Ottawa. :) I also found the pictures I took on my trip up there last May. It was tremendous fun to hang out with the OVTC. I was hoping the Minnesota Wild couldn't have beaten the Ducks. I thought a Wild-Senators final would have been very cool! I was even trying to find a way to come back up to hang) out for a while. Oh, well! Perhaps I'll have another chance sometime.

Anyway, say hi to anyone who remembers me, and continued progress on your GT6.

Bill Gingerich

## *Danish with a Bitter Taste*

*By Tim Dyer*

“What is the easiest way to sell a pair of restoration projects and a load of parts?” I questioned myself. The answer was easy: Sell it to an overseas buyer who arranges for a container-truck to show up. All we have to do is load the container and say goodbye to it all. No delivery hassles, no last-minute negotiations, no backing out of the deal at the last minute.

With regret, we found out that it's not quite that easy. As a result of buying a very attractive TR3A, we had a surplus restoration project TR3A, a parts car and a load of parts to sell. At the time, potential purchasers were few. They were all a long distance away and required me to deliver both cars and parts. This would have been time-consuming. Other enquiries came in, but everyone wanted either a \$500 wreck or a rust-free project.

Then, an e-mail arrived from someone in Denmark. I guess he'd carried out an internet search and saw my ads that I had posted with Canadian Triumph clubs. He understood the price and the condition. He agreed to pay me up-front with no negotiations and he would send a container truck. It all sounded so easy!

The funds were deposited into our account and I air-mailed a receipt and documentation. A few days before the container arrived, I received communication from the shipping company. They said I would have 2 hours to get the container loaded, they would not provide ramps and the height of the container floor would be 54 inches from the ground. No problem. I was given a quantity of four 16ft-long 2X10's by a friend, and I nailed them one on top of each other to make two 4X10 ramps.

Two days before the container arrived, I received further communication from the shipping company to let me know how they wanted the cars and parts secured. The container would have a wooden floor. I had to put all the parts in boxes (and there were lots of them!). They had to be stacked at the front of the container with a sheet of vertical plywood jammed up against the stack and 2X4 timber buttressed against the plywood at a 45-degree angle, nailed to the floor and nailed to the plywood. A further 2X4 had to be nailed across the floor to hold the bottom of the plywood. Plywood had to be placed flat on the top of the boxes, assuming they are not packed to the ceiling, and the plywood had to be secured to the sides and front of the container to ensure no movement. It then had to be roped-down.

Both cars had to be "blocked and braced", as well as tied down. Blocking and bracing involves turning 2X4's on edge and nailing them across the floor of the container, in front of, and behind, each tire. This way, the car cannot move forwards or backwards. A further section of 2X4 has to be nailed alongside each tire, between the two 2X4's going in front of and behind the tires. This way, the cars cannot move sideways. The cars then have to be tied down with rope. All pallets and cases of parts have to be blocked and braced in a similar manner.

The truck was due to arrive at 8am. It arrived at 08:45 because the driver had got lost coming from Montreal. We have an 800-ft-long driveway that's fairly twisty and a bit narrow. The driver chose to drive forwards into our driveway, hoping to turn the 40-ft container around once at the house. We told the driver to back out to the road again, then reverse up the driveway like everyone else does when they arrive with deliveries in a semi-articulated truck. The driver wouldn't listen.

The first attempt at turning around ended with the truck stuck on the lawn and big ruts in the grass. I pulled the truck back onto the driveway with our tractor. The second attempt was no better because the driver came off the driveway, flattened two expensive fraser fir trees and got stuck again. Once again, I pulled him out with the tractor, telling him not to get stuck again. The third attempt got the truck turned around but only with damage to the driveway.

The loading process started with us lifting all the boxes of parts (that I'd spent the weekend boxing) into the container. We then spent some time securing the boxes according to the shipper's requirements. Then we placed the ramps on the back of the container and found out they weren't strong enough to hold a car! I put the trailer behind the ATV and rode to a neighbour's house to get surplus 6X6's to build ramp supports. We stacked the 6X6's under the ramps and then supported the ramps with jack stands.

With three people pushing the first car and two people cranking come-along winches within the container, we just managed to get the car up to the container floor. Then, with the front wheels in the container and the rears on the ramps, the car bottomed and was going nowhere. Fortunately, our helpers were amazingly strong and, again fortunately, neither of the cars had an engine installed. So, one of our helpers (Simon) got under the front of the car and lifted it while everyone else pushed. The car rolled in and we had the task of blocking and bracing it. We found that to be very time-consuming, even though I had measured (incorrectly in some cases) and pre-cut the timber.

Once the first car was blocked, braced and tied-down, then the second car came on-board using the same procedure. Again, blocking and bracing was very time-consuming. The next task was to get two pallets on-board. One pallet was carrying an engine and the other carried the gearbox, a starter motor, generator and some other parts. Again, I had secured all the components to the pallets ahead-of-time. I lifted each pallet with the tractor's loader and placed them in the container. Helpers then shifted the pallets to the correct location before blocking, bracing, nailing and roping them tight.

In total, the container truck was at our property for three hours. We negotiated with the driver and (by phone) the shipping company to take 45 minutes off this because of the driver's incompetence. There had been five of us loading the container.

Under no circumstances could we have completed this task without a tractor with a loader, the really long ramps, come-along winches, lots of chain, lumber, power carpentry tools and above all, extremely kind, easy-going, resourceful and strong helpers (thanks a million, Rob and Simon!).

Naturally, after the truck departed I received several full-price offers from local people to whom I could have delivered the cars and parts on our trailer. I would not have had to put parts in boxes or on pallets, I could have used conventional methods of securing and I would not have had to interrupt the lives of several kind people.

If the opportunity ever arrives, wait and sell locally!

### ***Year of Manufacture (YOM) Plates -Info by André Rousseau***

One afternoon, while at work, I received a web link to <http://www.canadiandriver.com/>. The site detailed an article on how the MTO had created a program, which allows classic car owners the opportunity to have plates with the year of manufactures of their cars. Translation, if you can find a set of 1968 plates you can run them on your 1968 car. Ok, it's not that simple. There are a few key issues to deal with. You need to find a clean, legal set of plates. They have to be 30 years old, starting at 1973, they have to be free and clean, and not in use. That last one is the key; MTO did not employ any kind of computer system till the late 80's. This means, a lot of 6 digit plates were reused, mostly on trailers. There are no details about this program on the MTO website. The only way I every found out about it was through the Canadian Driver website. If you have any questions its best the contact MTO @ 1-800-387-3445.

Finding a good source for plates can be easy enough, thanks to eBay. In my own case, I thought had found a really nice set, but after a 1/2 hour on hold with MTO I was told they were in use. So, the search continued. I happen to come across another seller with an army of plates. In all, I think he had about 10 complete sets, all of them in various states of condition. I called MTO with my list. Only one set came back free and clear not in

use. So, I bought them. They are not the prettiest things in the world, but they will clean up very well. Once I had the plates in my hands, \$15.00 Canadian with shipping, I contacted MTO to get the rest of the pieces to the puzzle. Here is what I found out.

I was told I will have to send the plates to MTO, by registered mail or courier. They have to be signed for. Along with the plates I need to send a copy of the vehicles registration. The lady told me they want the original registration, but she suggested sending a copy just in case it gets lost. The plates will be inspected and compared to “original” copies that MTO has on file. Armed with this info, I sent my package off. Plates are big, so the box is big, but weighed less than a pound. I shipped them via express post, which was 50 cents more than regular post with a signature, but next day service. Shipping cost me \$9.00. A week later they were returned with a letter stating my plates had been accepted. The letter instructed me to go to my local MTO office with the letter as proof and bring with me my insurance papers, registration, new approved plates and current plates. At my local MTO office I presented them with all the information and plates. They took the old plates and issued me a new sticker for my 1968 Plates. That cost me \$10.00. Now, you have to agree. They look way more appropriate than the modern numbers. The total bill for this classic touch was only \$34. A fraction of the costs for custom plates, I like that a lot.

Here are the details you'll need.

A set of clean Ontario plates. Try eBay. Lots listed.

They have to be clear.

Call MTO before buying them. 1-800-387-3445.

Then you have to send them to MTO for inspection.

Send a copy of your permit and new plates, by courier

Or by registered mail to this address.

Year of Manufacture (YOM) Plates

Operation Policy Office Licensing and Control Branch MTO

Room B-051 Lower Level Building A

1201 Wilson Ave. Downsview, ON M3M 1J8

To read the full article from Canadian Driver, access the link below. <http://www.canadiandriver.com/articles/pw/license.htm>

Good luck, I do plan on cleaning and possibly redoing them, but that's minor compared with the other stuff I still have to do.



### *Spitfire Parking lot.*

#### *Spit-together of the North American Spitfire Squadron Meeting in Champaign Illinois*



May 24<sup>th</sup>. -26<sup>th</sup>, 2003

If you weren't there, you missed one hell of a great weekend. Weather stayed dry, sun stayed shining, the Spitfire plane was ABSOLUTELY EXCELLENT! Rudy Frasca was a very proud owner and a very hospitable guy. He took his Zero up while we were taking the individual photos and buzzed us several times. After the photos were done, Rudy started up the Spitfire and taxied it around for us to hear that powerful engine. Then, we all got to help push the planes back in the hangar. A truly great experience. Howard Baughesh.

## *Seat belts, the good the bad and the ugly.....*

A few weeks ago, a good friend of mine totalled his Spit. Driving the M 25 in London, England, he was rear-ended. The car is a write off. Luckily, my friend was not seriously hurt, but his seat belt did not react quickly enough, he was thrown against the steering wheel, had to endure stitches on his mouth and gums, and is suffering from whip lash. Was his seat belt defective or just old and slow? Is the stock set up effective?

This brought up the question, which seat belts are most efficient in a Spitfire or any Triumph convertible. What are the benefits and draw backs of using a 4-point harness?

Let's hear the good, the bad and the ugly.....

Nolan Penney, posted these interesting and informative comments on the spitfire autox.team mailing list.

Crushed vertebrae or ruptured spinal disc is an all too common problem, resulting from the equally all too common improper mounting of a double shoulder harness rig.

On the stock 3 point harness, the shoulder harness has its mount up roughly even with the shoulder, preventing downward forces. A racing application of the double shoulder harness rig requires both shoulder straps be routed at the same shoulder height, normally over a bar, on across the roll bar, or mounted directly to the roll bar. When a double harness rig is mounted by a novice, it is routinely routed from the floorboards directly up to the drivers shoulders, with no roll bar. This results in tremendous down force on the drivers shoulders in a collision, resulting in the spinal damage already mentioned. Without some sort of cross-chest strap, it is quite easy to get shot out from between the dual shoulder straps in a collision. This is why infant car seats have that chest clip, as do many military applications. The three point harness avoids this problem by crossing the body and having the body wrap around that cross chest strap in a collision.

Racing cars also partially avoid this problem by their very restrictive seats and superior mounting of the harness (though this is far from an absolute). Novice mountings are made even worse by generally mounting one harness base to the outboard sill, the other to the transmission hump, resulting in a harness that is wider than the drivers shoulders, helping ensure ejection in a collision, though frequently not until the driver has had their spine at least partially crushed from the downward forces.

Many times the shoulder straps are adjusted too short, resulting in the lap belt riding up in the abdomen area, and not down over the pelvis. This results in severe abdominal organ injuries in a crash.

All harnesses (including just a 2 point lap belt) suffer from submarining. The more the seat is reclined, the worse the problem. A crotch strap (5 point harness) helps tremendously. A double crotch strap (6 point harness) reduces groin loading in a collision by 40% over the single crotch strap, and almost completely eliminates the testicle ruptures that can result from the single crotch strap of the 5 point harness.

There is also a theory that a racing harness can result in more severe accident injury in a roll over without a roll bar than a 3 point harness would. The claim is that with a 3 point harness, if you are in a roll over accident you can crawl down under the dashboard. A racing harness prevents that ability. Having been in some serious crashes that involved a lot of vehicle motion (never rolled a car, but I did fly off a canyon wall once in Colorado), I find the notion of crawling around the passenger compartment while crashing and flipping the car upside down to be absurd on its face.

To the above roll over concerns, most Spitfire roll bars are too low to do any good, so the point is moot. You are just as dead with the top 4 inches of your body crushed as you would be with the top 24 inches of it crushed. As well, most Spitfire street roll bars are so poorly mounted as to be ineffective in a roll over, they just punch out through the floorboard. There are also some substantial inconveniences with a more complex racing type harness, especially one that does not use inertial reels. You will no longer be able to lean over and roll down the passenger window, leaning forward to pull out your wallet becomes a near impossibility, and the job

of buckling all these straps together takes appreciably longer than the quick buckling of the stock belt.

It would have a potential advantage over the stock harness in a severe rear end collision. The Spitfire seat back is weak, and will collapse, resulting in possible ejection. The 4 point harness will do nothing to lessen the collapse of the seat back, but it will more likely hold the occupant in the car. Considering the proximity of the gas tank and the potential for its rupture in a collision severe enough to eject the passenger, I'm not sure how much is truly gained by reduced ejection possibilities. None the less, I would expect reduced ejection to result. Having been rear ended in a car that did allow for rearward ejection (Dodge Shadow), I can say I didn't care for it and would prefer automobiles that didn't come so equipped with this auto eject feature. Make no mistake, a 3 point harness can be very effective if maintained properly, worn properly, and if the base vehicle has it mounted properly.

Another subscriber to the autox .team list, George Parker, who is involved in Ferrari racing, had this to say:

I've seen a lot of the discussion regarding 4-point harnesses in the lists. As an active Ferrari racer, I've been to a number of tech inspection sessions both at the track and at the dealer. The general thought is that harnesses which do *\*NOT\** go through openings in the seatback are virtually useless. Why? Well, this may get graphic, so if you have a weak stomach, hit delete now.

Imagine this ugly, and hopefully unlikely, scenario: You're flying down the track, or road, at sub-warp speeds when something bad happens - you're forced off the road, you hit the brake pedal and nothing happens, you hit debris or oil and lose control, or any number of other similarly ugly scenarios - and you wind up going head first into a guardrail, berm, or other barrier. Heck, it doesn't even have to happen at "sub-warp" speeds, 50 or 60 mph (80-96kph) would probably do it. Anyway, when you hit that barrier and your body slams forward against the harness belts, your body weight will want to continue forward and the belts, with nothing to prevent them from doing otherwise, will slide sideways as your shoulders are pulled back. In my humble, and admittedly uneducated, opinion, this is only marginally (if at all) better than a standard 3-point street seatbelt.

Now, if your harness allows you to criss-cross the shoulder belts (i.e. the right belt connects to the left side of the buckle, and vice versa), then you *\*MIGHT\** have something that works. Otherwise, a proper racing bucket with openings for the shoulder harnesses is the only way to ensure the kind of control you want and need in a serious impact.

Actually, I can envision another scenario which might work (and I think someone else mentioned something like this...) - if you install a roll bar and then weld a harness mounting bar (at or just below shoulder height) across the opening, *\*and\** you put the shoulder harness mounting points close together (but not so close that in an impact they pull together and pinch your neck), it might work.

One last point - **BE ABSOLUTELY CERTAIN** that your harness mounting points are strong. In my old 308, there were mounting bolts through the rear shelf (just behind the headrests) for the inboard shoulder harnesses (the other 3 belts used the existing street seatbelt mounting points). When I had the engine out for rebuild, I looked at the underside of these bolts and there was *\*NOTHING\** to secure them (and yes, the car also did not have the proper seats for these harnesses to work). If the previous owners had ever had a mishap with the car at the track while using these belts, ouch, I don't even want to think about it.

These are my stories and I'm sticking to them. :-)  
George Parker

## ***Upcoming Events***

### **June, 15, 2003, OVTC Fun Run (a.k.a. "Chase the Corvette")**

Mark your calendars for June 15th. OVTC will be having a Fun Run down to Brad and Lynn Pilla's house near Prescott, Ontario. Meet at the Manordale Clubhouse at 10:00 a.m. for 10:15 departure. Planned arrival time is approximately 11:30 am. We will be having a BBQ lunch at Brad and Lynn's. Food and non-alcoholic drinks will be provided. Please RSVP to Vivien Kaye at [njkid@cyberus.ca](mailto:njkid@cyberus.ca) or 692-1880.

### **June 24<sup>th</sup> OVTC Meeting at the "club house".**

**June, 27<sup>th</sup> - 29<sup>th</sup>, 2003, Vintage Festival Mosport, celebrating 50 years of Triumph Sports cars.** In case you have not heard, the Friends of Triumph are organizing a major race event in 2003; this one will be at Mosport International Raceway. This is shaping up to be huge Triumph event. Contact: Russ Moore, Event Coordinator 607-539-7442, between 7-10PM eastern time, [rem9@sunlink.net](mailto:rem9@sunlink.net). For up to the minute information, visit these websites - Friends of Triumph, [www.fot-racing.com](http://www.fot-racing.com); VARAC, [www.varac.ca](http://www.varac.ca); and Mosport International Raceway, [www.mosport.com](http://www.mosport.com). For entry & info Te.: 613- 359 1013, Fax 613- 359-1123 Walk the paddock, view the cars, talk to the drivers, visit the vendors, **free camping**.

**July 12th and July 13th, Summertime Automotive Festival** in conjunction with the Capital Classic Show Jumping Tournament, Nepean Equestrian Park, Corkstown Road, Nepean, Ontario 2003. Collector dash plaques to the first 100 entries (a different plaque each day). Trophies and over \$1000 in door prizes. Entry fee \$5.00 for one or both days. Registration 9:30 am to 12:00 noon. Open from 9:30 to 4:00pm. Open to all years, all makes, including motorcycles. (Larry Way 613-446-4717)

**July 13. Merrickville Car Show** Held on the shores of the Rideau River. Organized cruise through Merrickville after the show at 4pm. Contact Tim Dyer at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com) or 613- 253- 4126.

**July 24-27 2003, The Canadian Classic** in Orillia-Muskoka, by the Toronto Triumph Club. This year, you'll see a return to the traditional Canadian Classic format, including a registration and hospitality suite Thursday evening, a grand tour through quaint villages and rugged terrain of Muskoka Highlands on Friday, BBQ lunches and late afternoon gatherings, and All Triumph Car Show and Judging event on Saturday, a Gala Banquet, with awards presentation and door prizes and a fun-kana motor sport activity. <http://www.torontotriumph.com> Chairman is Robin Searle at 416 971-7902, [cdnclassic@torontotriumph.com](mailto:cdnclassic@torontotriumph.com)

**August, 7<sup>th</sup> - 10<sup>th</sup>. TRF summer party and VTR National convention at Armagh, Pennsylvania,** \$US 79.95, if registrations are received before June 30<sup>th</sup>, per person for Canadians only, for the weekend. The VTR holds a very detailed concourse show on Friday morning, drive-in theatre event Thursday night, participants "choice car show" will be on the street on Saturday night, a hill climbing event, amongst many others, has also been added. There is camping on-site as well as lots of motels within 15 miles all around. To register call TRF at 1-800-234-1104 or fax, 814-446-6729 or log on to [www.the-roadster-factory.com](http://www.the-roadster-factory.com),

**August 24, 2003, Boot'n Bonnet 14th Annual British Car Day,** Participant choice judging, Dash Plaques, BBQ lunch, Vendors, Draw Prizes Admission: \$20.00 per car, includes BBQ lunch for 2. Brian & Linda Thomas 613-385-1947, [thomasl@post.queensu.ca](mailto:thomasl@post.queensu.ca) or Wes & Glenda Meyer 613-386-3797, email [olden@kos.net](mailto:olden@kos.net)

**September 21 2003,** British Car Day, Bronte Creek Provincial Park Oakville, Ontario, details to be confirmed.

**Oct. 4<sup>th</sup>. 2003 MCO Land O' Lakes Sports car Rally** A very friendly, very basic, tour rally to raise money for the Cdn Cancer Society. Please spread the word, and I hope you can all make it. Cheers, Craig Hamm Organiser.



## *Classifieds*

### *Wanted*

**Economically repairable driver's side front fender for TR2 or TR3.** I am having the car restored at a facility in NY State. Please contact Russell Jacobs at RJ Cars restoration shop. [jacobs@RJCars.com](mailto:jacobs@RJCars.com) Tel: 607 324 8325

**Overdrive unit for 1969 Triumph GT6+.** Email [redgt6@rogers.com](mailto:redgt6@rogers.com)

**Looking for garage space,** preferably heated, in the Carlingwood, Ottawa area. Please contact Wayne Mercer at 613 792 1252.

**Front seats for a GT6+** Call Peter Jeffrey: 613 254 7484, e-mail: [pjeff65046@aol.com](mailto:pjeff65046@aol.com)

### *For sale:*

**Approximately 200 Old Sports Car magazines (1960 -1970).** The majority are Road & Track, Car and Driver, Sports Car Graphic, and Canada Track and Traffic. There are also numerous international racing/sports car publications. Moving - best offer takes them all. Reply - email: [yukonjohn@sympatico.ca](mailto:yukonjohn@sympatico.ca), or (613) 257-2306.

**Complete 1972 TR6 motor and transmission.** Taken out of car running, it has decent compression and didn't smoke Asking \$500.00. 519-936-1959, London or email, [petty43car@hotmail.com](mailto:petty43car@hotmail.com)

**1963 Triumph TR4 for sale.** Has a new top, brake work, new brake lines, carbs have been rebuilt. Engine does not use oil and is equipped with headers. Has custom exhaust. Requires new master cylinder and voltage regulator. Also could use paint [ is not a show car, but could be].  
Price \$ 5500.--. Reason for selling. Moving and have lost storage. Call Pat Onions at 705-752-5678

**A set of GoodYear Allerga P155/80R13 79S,** purchased in May 2001 and run till Nov 2001.  
Paid \$210 asking \$125 O.B.O, reason for selling: I'm running different rims and the tires are too narrow.  
Andre Rousseau, [andre@justdrive.ca](mailto:andre@justdrive.ca)

**Red 1976 Spitfire 1500.** Car is in very good condition, both body and mechanicals. New tires last year. Very nice mag wheels. Runs well. Some service records. Appraised in 1995 by Leideckers at between \$4,800 and \$5,200. It's my daughter's car. She wants a motorcycle instead? Asking price? How does \$4,500 sound?  
E-mail: [kochco@magma.ca](mailto:kochco@magma.ca) Please ask for Karl at 613-731-2645. Please leave a message if we cannot get to the phone right away.

**TR6, 1975,** white (not original), 60,000 miles. New S/S exhaust, newer top, 1 year old electronic ignition. Runs well, weakest point is the seats but they're not that bad! I'd like to sell it to someone who'll appreciate it.  
Dave Joyce Tel. 613 226-2102, <[dwjoyce@sympatico.ca](mailto:dwjoyce@sympatico.ca)>

**Good quality used Spitfire parts,** from head lights to tail lights, 1966-1980, Engines, dual carbs, Webbers, glass, body parts, interior trim, speedos, tachs, e-mail any questions. Home: [r&lrcraig@telus.net](mailto:r&lrcraig@telus.net),  
work: [robin@auto-recycling.com](mailto:robin@auto-recycling.com)

**Goodyear G800 Redline radial tire,** size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked. Also, a set of original (72 TR6) lap-only seat belts. I need room so make me an offer. Alain 613-742-1557. [mittimus@cyberus.ca](mailto:mittimus@cyberus.ca)

**1970 Triumph GT6+ roadster,** red with black interior, 4 speed electric overdrive, top 4 years old, front and rear suspension replaced \$6,500.00. Contact Jeff Dodds @ 523-6395 (H)

**Complete TR4 engine with the radiator and the transmission** for sale for \$300. [thompson@pipcom.com](mailto:thompson@pipcom.com)

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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 Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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