



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

February 2004

Letter from the editor



***They can cook, they can drive and they party.
Winter bash at Tim and Sue Dyers***

We've proved it again; the OVTC can cook up a storm and can also throw a party. It seems, even when temperatures dip down into the low twenties, and not many people willingly venture outside for some fun in the snow, nothing can hold back the spirit of OVTC members. This was apparent at the *Winter bash* at Tim and Sue Dyers home on January, 10th, when over 30 members arrived to celebrate winter or simply get together for some British car talk, swap garage stories, sit by the fire side and enjoy a good, old fashioned pot luck supper.



I have to point out, there was the best chilli I've ever tasted heating in the kitchen, and the table was laden with mountains of the best dishes and desert one could find in the Ottawa region. Everyone had a great time and, best of all, we got to know the families of our members.



The kids, and also some very brave adults, had a great time outside, going for rides on the ATV. The skating, due to a blown up beaver dam by unknown intruders, resulting in the destruction of the pond, had to be cancelled and it was too cold to get the skies unpacked.



Some people were trying out Jason's drums in the family room, others were talking about the latest restoration stories or reminiscing about last summers adventures with their Triumphs. If you can't drive them, talk about them.



The day after the party this note was sent to me by Tim Dyer, who overheard some funny quotes during this day of fun.

Rob Christopher (Rob races dirt bikes) after driving the ATV: "Things went much smoother once I'd realized the left handlebar lever wasn't the clutch" (the ATV has an automatic clutch, so the left lever is the rear brake!)

Simon Herriotts (Simon owns a Triumph motorbike and a lightweight Marlin kit car, which has a GM small block V8 that has been DETUNED to 400hp! Oh, and parts of Rob Christopher's TR6 have taken up residence at Simon's house): "Uh, Tim: One of your plastic models has suddenly entered a state of frame off restoration after I picked it up...."

Roly Mailloux: "I think there might be something in the oven that smells like it's been in there way too long...."

Sue Dyer, having been told there might be something in the oven that's been in there far too long: "Well take the damn thing out!!!"

Mike Graham, after I gave him a small TR6 model that he'd been waiting for, for almost a year: "How much do I owe you for storage charges?"

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Well, having missed the Christmas party due to freezing rain, I'm glad we were able to attend this fun event. We wouldn't have missed it for the world. Our greatest thanks go out to Sue, Tim and Jason Dyer for all the hospitality they, again, extended to the OVTC. They do what they do best, by simply being good friends and members of the club and welcoming everyone to their home.

Letter from the president



Well – it's official. At the January meeting, the nomination was made and seconded by members present and a show of hands confirmed the vote. I appreciate everyone's confidence and am looking forward to helping to keep things rolling with the OVTC in 2004. Hopefully, this is going to be a fun and rewarding year for all of us.

I would like to take a moment and express the thanks of the Club to Tim and Sue Dyer for hosting the Winter Bash at their lovely house on January 10. It was a rather cold but very sunny day and many people took advantage of the opportunity for some outdoor activities. For those of us not so inclined, the food and company inside was the place to be. The potluck was a big success and we clearly have some excellent cooks in this club. Someone mentioned to me during that afternoon that we should think about producing an OVTC cookbook sometime – if anyone wants to take that on as a winter project they should approach someone on the executive and let us know. It might be fun. I think everyone had a good time, and pictures, courtesy of Livia Haasper, have been posted on the OVTC website.

January was also the month of the "All Clubs" meeting here in Ottawa. There is a separate update on that meeting and some highlights of upcoming auto shows and events that might be of interest to us elsewhere in the newsletter. It appears that the first British Car specific event in the area is the Hudson British Car show scheduled for May 30. Check it out at <http://www.hudson-british-car-show.freewebsitehosting.com/>. Regrettably, this conflicts with the Oxford Mills show so people will have to choose between them. Another event that deserves a few words is the Canadian Classic to be hosted in Kingston this year. It is planned for the July 15-17 weekend instead early August as in most years. Hopefully, we will be able to arrange a large OVTC contingent to this event. I have been communicating by email with the Toronto Triumph Club president as well as the event organizer and will have more details for you as they become available.

Something that may be of interest to people is the opening of the Calabogie Motorsport Park, tentatively planned for August. A representative from the Motorsport Park, John Hamilton, spoke at the All Clubs meeting and filled us in on the progress they have made to date, some of the remaining challenges, and the anticipated costs for people to use the track. This will be something to keep an eye on as it nears completion, and consider the possibility of organizing a club event at the track sometime later this year.

Thanks to everyone who brought items for our "show and tell" at the January meeting. One of the highlights had to be Louis Boucher's hand-built wooden steering wheel for his TR3 that is very impressive and is going to look great in his car.

Michel Pilon is organizing a go karting event for members of the OVTC on March 13. There is a cost for this event, but those who have been to this karting track before have told us it is well worth the price. Michel is contacting people by email or telephone to generate a list of confirmed attendees. We are being asked by the track management to pre-pay 50% to reserve, so it will be important to have a confirmed list. Michel won't be able to attend our February club meeting, so I will be collecting deposits from the members present who wish to attend this event, in order for Michel to be able to make the down payment.

We have also taken the initial steps towards holding a multi-club darts tournament in mid-April and will have more details on that soon. An invitation has been sent to the designated contact persons for all of the other British car clubs in the area, and we will see how much interest there is in something like this. The winter will be almost over by then, and it would be a fun way to get together socially before we are able to actually start driving our cars again.

Lastly, at the February club meeting we will be hearing from Brian Mills on the subject of differentials and potentially some other topics. This promises to be another informative and interesting tech talk from Doc Mills. I look forward to seeing you there.

Don LeBlanc

Letter to the editor

Hello Liv,

Glad that someone is making progress on their Triumph. I had to move firewood last night and was down at the barn. I decided to check on the Triumphs while I was at it. All the good cars were fine but the mice have been in the 73 Spit parts car and what do you suppose they have been munching on? That's right, they think that the Irish Spring soap is food. They didn't mess with it in the other cars but I am going to remove it so they don't become tempted. Some of the mouse traps seem to have disappeared also. I am going to get some more and fasten them down with hot melt glue or something. I hope they got a tummy ache. In any event, I am going to take a picture of the gnawed on piece of soap. I still don't know where all the mouse traps got to. Must have been big mice!
Kevin Dalton

Hi Liv,

Happy New Year. Jamaica was good, but only saw 2 MGB's and a Stag (!). Saw LOTS of Leyland trucks tho'. Will see if I can put together a small article on my driving experiences there. Put over 1200 km on the rental car.

Dean Hummel

Hi Livia.

I don't know if you're about to go to press or not, but I saw a little something in the recent Roadster Factory 'Winter Parts Sale' flyer I just got in the mail, that I thought people would get a kick out of, particularly those who tend to attend their Summer Party: Near the back of the flyer was a little story called "The Roadster Factory Acquires a Coupe des Alpes". There is a picture of the 1956 Triumph 'works' team (I'm sure Kit Heathcote is in the picture but I can't make him out) beside their trusty mounts (all small-mouth TR3s). There is also a current picture of the trophy. The article reads as follows:

"The Roadster Factory Acquires a Coupe des Alpes"

"Yes, and a very special one for us. It was won by P. (Paddy) Hopkirk and W. Cave in a TR3 (SRW 991) in the 1956 Alpine Rally. This trophy from the 1956 Rally des Alpes was given to us in trust by our friend, John Ames of London, one of the world's great Triumph enthusiasts whose major interest is in Triumph factory prototype cars and competition cars with 'X' commission numbers. John Ames wants us to display the trophy so that other Triumph enthusiasts may see and enjoy it. We plan to put it into a display case in our showroom. John Ames purchased the coupe years ago from someone who found it in a flea market....." I'm going to have to see if the Stittsville Flea Market might have something along the same line... :-)

Cheers, John Day

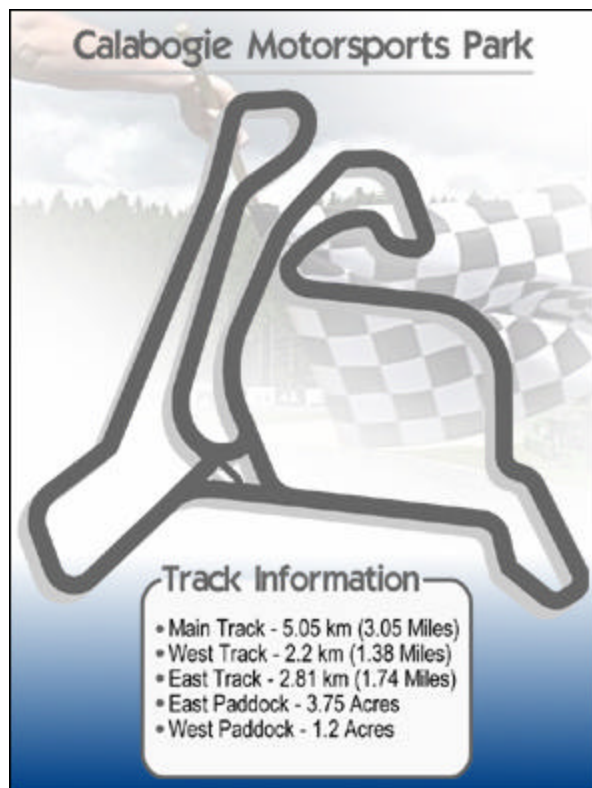
Report on the Ottawa Valley All Clubs Meeting held on January 21

By Don LeBlanc

Wayne Mercer, Michel Pilon and Don LeBlanc represented the OVTC at the All Clubs meeting this year. There are a surprising number of auto related events or cruise nights in this area over the coming driving season. While the calendar is not final, and won't be officially published until around April, we did take note of a few items that might be of interest to club members in the upcoming year.

John Hamilton of the Calabogie Motorsports Park presented some information on the new track, and the plans for opening this year. Information is available on their website at www.calabogiemotorsports.com. The presentation given to us at the All Clubs included the following track facts: The track occupies 250 acres on a 1200 acre property. The track designer, Allan Wilson, has designed 20 courses, including the redesign at Mont Tremblant. The primary target market for this course is intended to be the car clubs, the manufacturers (Porsche and Corvette were mentioned at the All Clubs meeting), and the driving schools. Although it is intended for recreational use only, the course is being built to current competition safety standards. The track is 40 feet wide and some corners are banked up to 6° to keep things interesting. A figure of \$750 was mentioned as the anticipated cost to rent the track from 5 pm to dusk during the summer. More information will be available in March on their website, including a planned video of a lap of the track from a snowmobile.

John Hamilton also mentioned a logo contest they were planning to hold, but I didn't hear a date from him on that, and don't see anything on their website at the present time relating to it either.



As to the upcoming events in the Ottawa area that were highlighted at the All Clubs, this is only a partial list, but the following dates which may be of interest to club members were presented at the meeting:

Date	Event
April 23-25	Speedorama at Lansdowne Park
May 23-25	Smiths Falls car show & Rideau Lakes Flea Market – featuring the Model T
May 30	Hudson British Car Show (2 nd annual – 200 cars last year)
May 30	Oxford Mills Car Show
June 6	Byward Classic – salute to the 60's
July 11	Merrickville Cruise & Shop
July 15-17	Canadian Classic – Kingston
Aug TBD	Opening of Calabogie Motorsports Park
Aug 22	Boot 'n Bonnet Show – Kingston
Aug 28	Rideau Run Road Rally – Navigational Rally by Ottawa Motorsport Club
Sept 15-17	British Invasion, Stowe, Vermont
Sept 17	British Car Day – Bronte Provincial Park

When the official list is published, we will include a link to it from the OVTC website so people will be able to see all of the events and cruise nights happening in the area.

Go Karting –Top Karting afternoon of fun.

Hello everyone,

At our last club meeting Don talked to you about a go-karting activity we'd like to organize. For those of you not able to attend the meeting, details of the activity are as follows.

The best group package available from Top Karting is called the Enduro Pro. A minimum of 10 persons must participate, there is no maximum. The package includes 5 qualifying runs and a +-45 lap race. The cost per person is \$48 including taxes. Reservations are accepted with a 50% deposit upfront. Their hours of operation are: Mon -Wed 16:00 - 22:00, Thu 12:00 – 24:00, Fri-Sat 12:00 - 2:00, and Sun 12:00 - 22:00. Their busiest days, no surprise, are Fridays and Saturdays, however they can accommodate reservations made in advance.

Provided there is enough interest, reservations will be made for March 13th at 3.00 pm.

The invitation goes out to club members and family. Those interested are asked to RSVP by February 15th. Please include the number of persons attending. A\$30 dollar deposit is required per participant and is due at our next club meeting. Don will have a list of attendees and will be collecting deposits. For those of you who will not be at our next meeting please contact me by email or by phone to make other payment arrangements. My home phone number is (613) 744-6431 e-mail: mipilon@yahoo.ca

Regards,
Michel Pilon

Welcome new members

Peter Stephens, owner of a 74 TR6 and Dale Boyd, with a '66 TR4A and a '74 TR6, have joined our group. Welcome to the Triumph Club!! Hope to see you both at the next events in January.

The OVTC likes to welcome Neil Copeland to the club. Neil has no current TRs, but used to own a TR250 and 2 Spits. We also welcome Jerry Rice and hope to meet our new members at the next meeting.

Winter Driving in a TR4

by Ed Kaye

Way back in the late 1960's and early 1970's my vehicle of choice was a TR4, not just a TR4 but many TR4's. I bought them cheap, couple hundred bucks, drove them until they wouldn't go (or stop) and then buy another. Throw my ski rack on the boot and off I'd go. No safety checks back then. They were fun, relatively fast, cheap to buy and operate and very efficient on snow and ice. Here are a couple of fond memories...

Back in those days studded snow tires were the tires of choice, my TR could, and would go anywhere. The sheer tearing power of those studs was awesome. Anybody from that era can recall, I'm sure, the blood curdling sound of spinning studded tires ripping up an ice covered slope. The only drawback that I can recall (except for the obvious pavement damage) was the loss of grip in a sideways slide, all of a sudden those grippy steel studs turned into steel skate blades. Once one found the limit of adhesion you could have a lot of fun with it.

Other pioneers of the day remember how it was to push oneself out of a snow bank, easy, nothing to it, slip it in gear, pull the choke to desired idle speed, pop the clutch, hop out and start pushing. The only concern was ones ability to hop back in the rolling car once it was free. That is, of course, if the door operates, one of my many TR's didn't have a functioning drivers door. I recall one time, when I was in the predicament of having to jump in to the passenger side, then crawl over and around the shift lever and steering wheel, with full winter garb and boots, with the car continuing to get up to speed.

The recent minus thirty degree weather reminded me of my so-called emergency kit, it was called "Quick-Start". Spray this stuff into the carbs, stand back and the car would always fire up, the trick was to keep it running once the methanol vapour burned up! At one time I used this method to start up, drove about a mile on a deserted road and it died and wouldn't fire up. It was jog back to the house, grab a car that would start, drive over and jump start the Triumph again, jam a snow scraper from the seat to the accelerator peddle to keep it at 3000 plus RPM's, drive the jump vehicle back home, and jog back to the TR, all in -30, six AM in the morning!

One cold February day my friend bought a TR4, it was "around back" buried in a snow bank. We shovelled out the cockpit, there was no top, put in a new battery and turned the key. No, it didn't turn over, the fellow said it ran the past summer, we tried to turn the crank, seized solid. So we hooked it up to a tow vehicle, got it up to speed and, after dropping the clutch a few times, it finally broke free and turned over. It eventually started and he drove it for months trouble free (still no top). Not bad for \$50.

Those were the good old days, couldn't and wouldn't dare treat a TR like that these days.



The new kid on the block
The making of a Spitfire racer
By Liv Haasper

“Hey, Liv, here’s a story for you to write about. A rookie, starting at grass root level, building his own racer, and maybe the only Spit racer in Ontario” Ross Moore called out to me, pointing to a white 67 Mk3 Spitfire which was parked in the shade under the awning. I was at the Vintage festival at Mosport, Ontario, busy, checking out who was racing this weekend and greeting some friends. A

Spitfire racer AND a Canuck???? This instantly sparked my attention. As I walked over to the car where someone was busy adjusting carburetors, a friendly face was peeking out from under the open bonnet. Great arrays of tools were spread out beside the car. I had just met Dave Herd of Caledonia, Ontario as he was getting ready for practice sessions. The Spit was not running right, but he promised to share his story later that evening.

After the sun was setting behind the rolling hills of Durham County, the now quiet race track, a band of silver, reflected the fading light of the last rays of light, filtering through the green foliage of the massive pine trees. People and cars were settling down for the night under the canvas tents. Dave, relaxing from the days events, was eager to chat about the birth of his race car. First time out on the track this weekend at the vintage races, featuring the Triumph marque, was the debut of his Spitfire racer, number 127. Dave’s dream began many years ago when he was racing Formula V in the 70ties. But, he explained, “I wasn’t ready to race at that time, much too young and immature.”the hobby faded away but never died.

Three years ago Dave realized the time was right. The flame was sparked when he was talking to Ross Moore about vintage racing and Ross casually mentioned that he knew of a Spit in a barn at Watkins Glen, “If you want it it’s yours for free” Ross offered, “ come and get it”.....” Oh, cool!” Dave beamed happily. Three weeks later he was on his way to the pick-up, towing a trailer. When he got to Ithaca, New York, he found a rusted old hulk of a car waiting for him. It was an old SCCA race car and it was missing a lot of parts. “It looked like a race car and it had a number on its side”, Dave smiled sheepishly, “it was something to start from”.....This said, he took it home across the border into Canada, tied down with bungee cords, two old bonnets, plus all kinds of other useful parts heaped onto the platform of the trailer. “What is this” the customs officers wanted to know. “Well, I’m building a racer from it!” Dave explained. “You gonne do what?” He got a few good laughs and questioning looks, but had no problems crossing the border with the old rusty heap.



Dave took the old racer home where it sat for about six month. At this time, he was finishing work on his Lotus 7 and advertised it for sale at Grass roots Motorsport. It quickly sold to someone in California. The sale provided the funds to

start work on the Spit. The building of the race car began by stripping the paint of the body, accumulating parts, purchasing floor and body panels. The old wreck was going through many changes. The rebirth of a race car had begun.

Russ Moore was of great help and an inspiration. He gave Dave instructions to build a strong rear suspension. Components were purchased from Summers Brothers in California. "They cost a small fortune, but they are worth it. I spent some money on Spax shocks, competition springs and a sway bar. Probably overkill, but what the heck.....The suspension is quite stiff, makes the car look correct, but true to the age, like in the 60ties. It was the right way to go and money well spent" Dave passionately explained.

Dave happened to have two bonnets for the car. One of them had rotten wheel arches. He removed the two wings with the wheel arches from the bonnet and attached them to the good center section. Now, the bonnet was a mixture of the Mk1 with the Mk3, but they fit and the bonnet still looked the same. One of the panels gave him some problem. The left fender didn't have the same arch as the door. There was a 1/2 inch gap, resulting in the door not fitting properly. Not knowing how to deal with this new problem, Dave procrastinated over this for the longest time. He then decided to make a template out of plywood, serrated the inside of the fender, clamped the fender to the template, which was the same as the door, and welded it. The work progressed, but Dave was missing a lot of parts and realized he needed a donor car. Luck was on his side. Someone outside of Hamilton, not too far from Dave's location, was selling a Spitfire for \$ 300.—It seemed like a good deal, especially when the seller was able to drive the Spit right onto the trailer. "Hey, this baby actually runs". Dave sounded surprised. But, when he opened the driver's door, he was not able to close it again. The car was totally rusted out. Dave managed to save a few good parts from the car.

Body work stretched over the duration of one year. After the paint colour, an old English soft white was selected, a local body shop painted the racer for him. "My impatience is showing in the body work" Dave said laughingly "But, hey, it's just a racer, it's going to see some mishaps".....Door trim panels are made of 1/8th plywood with vinyl glued to them. It makes them look finished and correct. At a car show and sale in Ancaster, Ontario, Dave had the opportunity to purchase more parts. He got TR7 rims, which had to be converted to 7/16th studs. Dave needed to countersink the holes by 60 degree. In order to do this, he had to fabricate a counter shaft on his drill press. A machinist by trade, this was quickly done and didn't give him any problem. It worked out great. The wheels were then sandblasted and painted.

The time had come for Dave to face work on the motor, which was shot. The thrust bearings had come out of it. Luckily, he had the donor car. He took the donor motor apart. Surprise!!! It was pristine inside. The bores weren't rusted. All the bearings were within factory spec. "Oh, this is good", Dave realized quickly. "It's going to go together"!!..Dave was happy. He wanted to use a 1500 cylinder head for the larger valves, which he had purchased at a British car show for \$ 30, and took it to work where he, during an afternoon shift, milled 60 thou of it, ported and polished it, Next thing, he took the block in and milled it flat. Now, the pistons all came up too far out of the block. "Ohhhhh.....this isn't going to work", Dave cried.....he only had 30 thou clearance between the pistons and the valve. Solution: Dave took all the pistons into work and milled them flush with the top of the block. "That should do!!!!" It all went together.

Next thing, he bought 1 1/2 inch SU's at Carlisle, PA for \$ 200.—"What a bargain", he thought. He figured he'd not have a problem with those carburetors. He had purchased re-build kits from Mr. Mini, who deals in SU's, with Waxol jets. They didn't fit the choke assembly. Dave therefore decided to buy the adapters for them and he also ended up changing the jets.

But, when he hooked it all up and installed the cam, he had timed it wrong. It was off by 240 degrees. He tried to start the motor but it wouldn't work at all. To check it, he took the valve cover off. The timing was off, the intake valve was open.....but no, "something was definitely wrong here".....Dave was puzzled. Suddenly it occurred to him, he had timed the exhaust valve instead of the intake valve!!!! Ok, start tearing it all apart again. The valve cover came off again, so did the timing chain cover. He retimed, setting it all up again. Still, the engine was not running right. Strange, what could be wrong? The engine would only cough and stutter. Dave needed help and turned to a friend who came over to set up the carbs for him. They realized they were full of dirt and lint. "I couldn't believe it. 'What the heck is this lint, didn't you clean those carbs'?" Dave's friend was shocked at the mess in the carburetors. "How could this be happening when they were just rebuilt and cleaned two weeks ago?" Dave was surprised by the latest puzzle of events. The friends discovered that, within the two weeks when the racer was sitting unattended, a mouse had moved into the exhaust header and built a nest. When the timing was off and the engine was huffing instead of puffing, it had sucked in the mouse nest from the exhaust. They couldn't believe the latest discovery but got busy cleaning the carbs, the head, and the exhaust pipe and now, finally, the motor idled very nicely.

This all happened 10 days before the cars first vintage race at Mosport, June 26th. The mouse adventure took place on the Wednesday. The next Friday, Dave took the racer for a test drive. Put, put, putfarting and sputtering, half way home, the car died. The neighbours watched the newest entertainment with great interest. "You need a hand???? Yes, the car needed to be towed home. This was not good just days before the first race. More test revealed that the cause of the problem was the new gas regulator. Dave removed it and took it apart, destroying it in the process. A new one had to be acquired quickly; still, the car was not running as it should. "Get over here to Mosport, we'll get the problem sorted out" suggested Ross Moore. Said and done. Dave packed for the great racing event, hoping and dreaming that all would go well. When he go to Mosport, Ross and some friends worked on the car and soon the Spit was sounding and running pretty good.



Then, first time on the track.....at practice race, put....put...put....coughchokethe car died half way around the track at Moss's corners. "Oh, they gonne love me for this" cried Dave with a worry and an evil grin on his face.....In the meantime, the race was running under the red flag and everything came to a stop. The tow truck arrived, towing Dave and his 127 in. What was wrong now? Surprise, the second regulator had given up, had no gas going through it. They agreed running the car without it. Ross looking at the fuel system shook his head, wondering "why did you put a choke on the racer? Racers don't have chokes.???" "What, you're kidding" Dave called out, realizing, he had just bought the conversion kit which was now totally obsolete. Dave found out

how much there's left to learn to get the car running right and properly, but every time he came across a problem he learned from it and gained experience. The car was improving, but still stuttering and not running at full capacity two days before the big race on Sunday.

Practice sessions were not going too badly. Dave learned to get rid of the oil in the SU's. He was cut short and had to come in after 2 laps. Russ came over to check things out. "What is this?"He questioned after they adjusted the valves, checked the timing and took the SU's apart. He and his friends had never seen SU's like this before. Someone had sold him carburetors that had been put together, using a bunch of spare parts. This someone had ripped him off. For race car applications the linkages differ from street cars. "Live and learn "Dave said, shrugging his shoulders in acceptance or the situation.

He explained his love for the car, the race and his willingness to learn. He wants to be independent and not rely on the help of others racers, who've been so very generous, helping him along the way. He wants to be able to trouble shoot problems himself.

The day of the race, the car looked promising and ready. Dave was prepared to give it a shot, do his best with his brand new car. I was perched at my favourite viewing point, watching the events. There was Donn Sopp cruising along confidentially at good speed, there was Ross Moore chasing him going for good timing. There was the 1500 Spit, driven by Tom Strange, who was trying to gain on them and Susan Kahler sipping by, puffing out blue smoke and having some difficulties with her transmission. Andy Kanopka wasn't far behind in the race. And, then there was Dave. He was trailing everyone. Watching him drive by, I knew of Daves attitude and determination. Just hang in there, 127!!! It was obvious, the car was lacking power. Faithfully, Dave kept on going for a while. He was lapped by faster cars and tagged along in the rear when the motor blew a head gasket. At Moss's corners, he had to pull over and was later towed to the paddocks. Strangely, it happened right in front of me. My heart went out for Dave and his Spit.

After talking to Dave, and hearing about his enthusiasm for vintage racing and life in general, I know that this race at Mosport was over for him that day, but his racing courier was just beginning. I could see the fire in Daves eyes and the love in his heart for his little Spitfire, number 127. I know, we'll soon see Dave on the track again in pursuit of his dream, racing the vintage circuit.

See 'ye at Watkin's!!!!

***OVTC members
caught in action.***



Viv Kaye "pizza anyone?"



Cheryl Patterson and her mini pick-up.



Andre Rousseau,"keys' please"

Winter and suicidal tendencies

As you say you are not married, let me set you straight on one thing. The Triumph restoration capable of consuming the same amount of money as even a barely competent woman has yet to be created. I give the following comparisons:

- > Fancy Alloy valve cover = \$100 (covers top of engine, great looks last a lifetime)
- > Fancy female wash & cut = \$85 (covers top of head, Great looks last 48 hours, repeat once each month)

- > New Italian tires on four wheels = \$400 (One set required every 4-5 years)
- > New Italian shoes on two feet = \$400 (25 sets required initially, 5/year ongoing)

- > Complete 8 coat paint job = \$5000 (stunning looks for 10 years if polished)
- > 1 fur coat = \$5,000-\$15,000 (lasts 10 years at \$150 storage/year, but called "that old rag" after fashion changes every 4 years)

Ahh, but you say "Oh cynic, you are talking about maintenance; The entry cost of a car is high, not so a woman. Surely only a few movies and a dinner or two are required to get a woman". And so the response to this is: Perfect condition restored TR6 = \$14,000 (redone top to toe ready to look fantastic for decades with maintenance involving polishing rags and oil changes)

One 1.5 carat solitaire diamond engagement ring = \$20,000 (on hand of woman that will begin to let herself go 10 days after honeymoon, maintenance involves \$1000/day health spas and plastic surgery).

And so I leave it to you to decide which is the more expensive. All I can say is that if I took the money invested in the woman, and instead put it into restoring machinery, the type of Spitfire I could drive would be the one with wings not just four wheels.

Mark Hooper

1972 TR6 and wife with 150 pairs of Italian shoes (that I know of).

Michigan British Reliability Run

Vintage British Cars to Drive 800 Miles in 36 Hours, Raise Money for Diabetes Associations

British Car Owners Will Help Send 50 Underprivileged Kids Coping With Diabetes to Charity's Educational, Fun Summer Camp

Detroit, MI, February 1, 2004: On September 25th and 26th, up to 50 vintage British cars will depart Sarnia, Ontario, Canada for a demanding 36-hour, 800-mile drive, the "Michigan British Reliability Run" around Lake Huron to raise money for charity. The event is open to any British marque vehicle such as Triumph, MG, Jaguar, Austin-Healey, Rolls Royce, Land Rover and Mini Cooper.

Last year's run was around the lower peninsula of Michigan and raised an incredible \$12,100 for the Haemophilia Foundation of Michigan. Teams will collect donations in an effort to raise \$500 per vehicle to be given to the American Diabetes Association and the Canadian Diabetes Association to help send kids to each organization's educational summer camps. At the camps, children are able to connect with other children with the same disease and learn to grow more independent.

"The run is a great opportunity for British car enthusiasts to raise money for a great cause and have fun while doing so," said event organizer Blake Discher. "Most of the vehicles making the run will be more than 25 years old, but they get around with little difficulty and have the benefit of being much easier to fix at the roadside than their modern counterparts. Last year, 21 cars made the run and every one finished without problems," he added.

The two charities were chosen so that Canadian and American citizens taking part in the run can donate to their respective charities. "Since the route begins in Canada and ends in the United States, I suspect we'll have British car enthusiasts from each country wanting to drive in the run," said Discher.

The route traveled will be a scenic one, on secondary roads, up the eastern coast of Lake Huron Saturday, and overnighing just outside Sault Ste. Marie, Ontario.. Teams will depart early Sunday morning and finish the run in Port Huron, Michigan. The event is not a race, but merely a challenge to drivers to see if their vintage cars will complete the run.

If you are interested in registering your British car for the event, registration forms may be downloaded from the event website, www.mibr.com, which contains quite a lot of information about the run. To support the event or a specific team, donations may be mailed to MIBRR, 1363 East Fisher Freeway, Suite 8, Detroit, MI 48207 USA. Checks should be payable to either American Diabetes Association or Canadian Diabetes Association.

Hi-res photos of the 2003 run can be emailed at your request. Event logos are available at www.mibr.com.

Interviews with car owners can be arranged.

Upcoming events

English Breakfast, every 3rd. Sunday at the Broadway Bar and Grill in Ottawa, 1896 Prince of Wales Dr. near Fisher. For more information contact Hil.Golberd Tel. 692-5381 Cell 291-6616, e-mail wilur@magma.ca

Feb. 24, 7.30 pm, OVTC meeting at the Knoxdale community centre. Speaker, Brian Mills on differentials and other things.

March 13, 2004 , Top Karting -Go Karting in Hull, Que. OVTC after noon of fun 3Pm Provided there is enough interest, reservations will be made. Please contact Michel Pilon, Tel. (613) 744-6431, e-mail mipilon@yahoo.ca
More info on page 5.

March 23, 7.30 pm, OVTC meeting at the Knoxdale community centre.

April, 4, Boot'n Bonnet Auto jumble, Portsmouth Olympic Harbour, Kingston, Ont. Richard Woodley
613-967-026 7 email rlw@magma.ca

April 18th. Ancaster Flea market

May 15-16 BEMC Spring Trophy races , vintage grid, Mosport, Ontario, Ron Wanless, 613-359-1013;
<http://www.varac.ca/>

June 25-27, Varac 25th. Vintage Racing Festival, honouring the Racing Cars of Canada and featuring the Mini-Sprite Challenge, Mosport International Raceway, Ontario. Ron Wanless,, 613-359-1013, <http://www.varac.ca/>

July 14 - 17, 2004 VTR National Convention, at the Richmond Sheraton West Hotel Richmond, Virginia, www.vtr2004.com Members of the Richmond Triumph Register have been working hard on convention organization, and are proud to announce that the convention registration brochure is now available at www.vtr2004.com in both downloadable (.PDF) and on-line registration format. Check out what we have in store! The registration brochure will also be distributed in the spring issue of the Vintage Triumph Register magazine.

Join us in the heart of historic Virginia for what promises to be four fun-filled days. In addition to traditional convention events, we are planning driving tours to visit nearby Civil War battlefields and colonial plantations. Saturday's car show is set for the Virginia Aviation Museum. Arrive early or stay late, and spend a few more days visiting nearby Colonial Williamsburg, Yorktown, and Charlottesville, home of Thomas Jefferson's Monticello.

The convention will be held at the Richmond Sheraton West Hotel, site of the 2000 VTR Mid-Atlantic Regional Convention. Those of you who attended that convention know that the Sheraton is one of the best car club oriented hotels on the east coast, with ample one-level covered parking and extensive convention facilities. Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.

As of January 10, more than 100 people had already made reservations at the Sheraton Richmond West Hotel, site of this year's convention. Don't delay registering and making room reservations! Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.

Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

July 15th. Canadian Classic to take place in Kingston, hosted by the Toronto Triumph Club. Mark this one down on your calendar of events. <http://www.torontotriumph.com/>

Name tags for members

It has been brought to the attention of your 2004 executive that there are a number of members that do not have name badges and would like them. In order to accommodate this request please submit your name to Ed & Vivien Kaye via e-mail njkid@cyberus.ca or by phone and leave message with correct spelling at 613-692-1880 or fax at 613-692-6771. There will be no charge for these, however, should a member want one for his/her significant other we can do that at a cost of approximately \$5.00. Please get your name in as soon as possible so that the order can be submitted, the deadline for submission will be Feb 24, our next meeting. Single orders past that date can not be accepted.

OVTC Club vests with club logo for sale

\$ 30.—taxes included , all sizes, S, M, L, XL, Please contact Roly Mailloux
Tel: 613- 226-8708;
Email: rdmailloux@sympatico



Car plaque

My brother's fiancée painted this plaque (7¼ x 4¾ inches) showing a white Spitfire and gave it to me as a Christmas present this year. It was her first time painting a car, and she had worked from a picture she found on the internet, supplemented by my brother's recollection of my car. It is a really nice gift and I always enjoy things showing the Spit or other Triumphs. It got me to thinking that others might like to have something like this too, so I asked her if she would be interested in painting more of them. She has asked me to get an expression of interest from the club members and then she will get back to us with a price. We could then decide whether we wanted to order them from her or not. When ordering, you would have to provide her with photos of your own car. I will bring the plaque to the Winter Bash on January 10th, as well as to the next club meeting on January 27th to give people a chance to look at it and hold it before deciding if there is enough interest in pursuing this any further.

dleblanc@businessaccelerators.ca



Classifieds

Wanted

Wanted: 70 GT6+ [or Mk3 Spit] front bumper, decent condition, wanted. This is the one that has the rubber over riders installed. Liv Haasper, wilivhaasper@sympatico.ca 613- 257- 5742.

Grill wanted, Mk3 Spitfire or GT6 plus , aluminum or plastic. Liv Haasper, wilivhaasper@sympatico.ca 613- 257- 5742.

Wanted: Triumph TR6 (1976) HARD TOP any colour (or racing green if available,) Contact Devon at millardevon@hotmail.com

Wanted: Outer disc latch for left hand door. 1980 TR8. Dennis Benke, ftluse@rogers.com 613 824-7574

Wanted: Mk2 Front bumper I'm looking for a front bumper for a 1965 Spitfire MKII in reasonably good shape - one that can be re-chromed. I would appreciate hearing from anyone who has such a bumper or knows of someone who would be interested in selling one. Cheers, Roly 613-226-8708 rdmailoux@sympatico.ca

For sale:

1959 TR-3A, four-speed with electric overdrive, signal red with black interior, many upgrades including TR-4 components such as engine, suspension, twin stainless steel exhaust etc. Complete rebuild in 1993. Excellent condition, receipts, and restoration photos. Stored every Winter. Many spares, parts and regalia included. Recent appraisal (Oct.2003) available upon request. Asking \$18 000(Cdn). Call Barry Edgington at 613 731 7991 or E-Mail me at poggan@rogers.com

For Sale: OVTC Events on DVD and VHS.

Richmond 2001, Rally In The Valley 2002, Both Ice Cream Runs from this summer, and most recently the Gatineau Hill Run 2003, \$15.00 andre@justdrive.ca 613-276-5763

1975 Triumph Spitfire: lots of mechanical work done.\$ 2900 O.B.O. Rebuilt engine(1993) less than 8000 miles since, runs at 75 psi oil pressure, extra oil line to head installed in 96 for greater oil feed. Large (California) rad(93), 13 row oil cooler(96), Dual SU4 Carbs(96), falcon Stainless steel headers(96), Falcon SS twin exhaust(96). Overdrive installed (works but needs overhaul) last year (03). New brakes, less than 8000 miles ago. Lowered 330lb "fast road" front springs. Koni shocks all round, 65 series tires. Car is from BC, never seen Ont winter, garage kept since I came to Ontario in 94. There is some body work that needs doing but I have all the body panels (bought from Moss UK 1996) never installed. I also have a spare engine out of a 1980 spit(complete but condition unknown), and a none overdrive trans. I have the remains of the original engine less block and crank(they were shot). Car was originally BRG, however it is currently several shades of Red. Lost storage, need my garage space. Dave Hitt 613-843-0841 e-mail: dhitt000@sympatico.ca

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

Remember, there's only two types of pedestrians, the quick and the dead!!!:-0)

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

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

OVTC Executive for 2004

President

Don LeBlanc

Tel: 613-820-8680;

E-mail: dleblanc@businessaccelerators.ca

Treasurer and membership

Vivien Kaye

Tel: 613-692-1880;

Email: njkid@cyberus.ca

Social

Wayne Mercer

Tel: 613-792-1252;

E-mail: wmercerc@hotmail.com

Michel Pilon

Tel: 613-744-6431;

E-mail: Mipilon@yahoo.ca

Regalia

Roly Mailloux

Tel: 613- 226-8708;

Email: rdmailloux@sympatico.ca

Web master and past president

Andre Rousseau

Tel: 613-590-7365;

Email: andre@justdrive.ca

News letter editor

Livia Haasper

Tel: 613-257-5742;

Email: wilivhaasper@sympatico.ca

Please send submissions for **OVERDRIVE** to Livia Haasper, 6th line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-5742, e-mail wilivhaasper@sympatico.ca