



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March 2004



The Ottawa Valley Triumph Club

Letter from the editor

Friends, fellow club members, I'm taking the risk of being stoned because this news letter is getting bigger and bigger, I'm getting out of control, but having fun doing so. The reason for this is, I've received some wonderful submissions by fellow club members and other friends and I would like to thank you for taking the time to write about some of your Triumph experiences. It's an absolute pleasure putting this news letter together and to share Triumph life and adventure with you.

Today was one of those wonderful, sunny, late February days and I had every intention of going for my routine 5 k power walk when I remembered Louis Boucher slipping some paper into my pocket, telling me "there's more where this came from, I've just started with my Triumph story"... Just now, dressed in running shoes and the usual *pep-me-up-work -out attire, I decided, instead of pounding the pavement, to take a look at Louis's essay and couldn't tear myself away from it. I was hooked. The article is absolutely charming and heart warming and I'll invite you to read the first chapter in this March issue. Enjoy....that's all I have to say. I can't wait to read the following chapters.

Last night's tech session with Brian Mills was a great success. As always, Brian's presentation was interesting, informative, educational and reminded us all how lucky we are to have Doc Brian in our membership. Thank you Brian for the continuous loyal support you extend to the OVTC and its members.

John Eckland brought in some TR6 parts and a nice, new spoiler for his Triumph. We had the opportunity to compare different qualities of parts from different companies.

And, lastly, our friend Louis, beaming with good news, reported that he finally found THE perfect apple green paint for his TR3 project. The long 2 month search for the original green was finally over and TR restoration work is continuing in the Boucher residence.

David Mc Naughton reported to, finally, have solved the big clutch puzzle, cause of a few missed OVTC drives and events, that has been plaguing him at the end of last year. He finally discovered that the plate between the transmission and the engine was bent. The transmission and engine didn't line up, therefore the clutch run crooked and was constantly flexing, resulting in clutch metal fatigued after a few month of use.

Letter from the president

You can feel it now – spring is in the air. I know there's a still lot of winter weather ahead of us before the driving season really starts, but with the thaw over the last couple of weeks, the anticipation is building. The Formula 1 season started this past weekend, another sure sign that winter is just about done, and that it will soon be time to put the battery back in and fire up the TR.

(On the subject of F1 – I would appreciate hearing from anyone who could loan a copy of the race to me for a couple of days – we had a little mix-up here at home and my tape was removed from the VCR before the race started and I didn't find out about it until the next day)



For those of you who missed it, Brian Mills gave us another of his excellent presentations at the February club meeting, complete with interesting props, anecdotes and advice. I know it takes a fair bit of work to organize a presentation like that, but the rest of us really appreciate it. Thanks, Brian.

We're moving ahead with the hosting the multi-club darts tournament on April 17. It is going to be at The Broadway Bar & Grill at 3777 Strandherd Drive in Barrhaven starting at 2:30 pm. So far only the Jaguar and MG clubs have accepted our invitation. However, even if we don't interest any of the other clubs, this will still be fun way to get together socially before we are able to actually start driving our cars again. I'll be sending a reminder out closer to the day and trying to get an idea of who will be coming so we can confirm the reservations and organize teams, etc.

At our April club meeting we will be hearing from John Hamilton of the Calabogie Motorsport Park. I've invited him to come speak to us at our monthly meeting on April 27. He is planning to cover some of the material he presented in January at the "All Clubs" meeting, plus some new additions and photographs of the progress they've been making at the track. I remain very enthusiastic about the possibilities this track brings to us here in Ottawa to have some fun in a controlled environment.

I expect we will be able to provide more details next month on the club plans for the upcoming driving season. There are a number of interesting ideas on the table, and the executive are meeting on March 15 to figure out what we will be capable of organizing this year.

Don't forget that the Ottawa new car show is coming up on March 18-21, and Speedorama at Lansdowne Park will be April 23-25. We should have the updated list of all area events by April as well, and should be posting a link to that information from our website as soon as it is available to us.

Don Le Blanc

Letter to the editor

Dean, from India.

Haven't seen any Triumph's here, but there are a lot of "Ashok Leyland" trucks and "Ambassador Classic" cabs. The latter are still made but are based on a 1947 model. Will send pictures once I get them.

Cheers,
Dean Hummel

Hi Liv,

I really enjoyed your essay. Isn't it amazing how much these cars affect us? I've attached something I wrote for a philosophy class recently (we had to write about something we love) Don't feel obligated, but one night if you have trouble sleeping, this could help. Some people might find it a little silly, but there are a couple of points in it I know you will relate to.

Kind Regards,

Kate Hurney, '76 Spitfire Long Island, NY

OVTC members Caught in action



Andre Rousseau's GT6



Louis Boucher's apple green TR3



Rust buster, Paul Langevine

Diffs, axles and other things....

Remembering Brian Mill's presentation as best as I can and.....
stolen from Brian's notes.....:-)

There are three different types of axles found on Triumphs.

The live or solid axle, found in TR2's -TR4's

The swing axle, found mostly in Spitfires

The split axle of I.R.S. (Independent Rear Axle) found in TR4 A's. TR6's and Jags, a better axle with a lot of problems

Drive shafts:

All axles are driven by the drive shaft or propeller shaft, which shouldn't have many problems if properly maintained.

Some of the problems can be:

Slip-joint seized

Typical U-joint problems, caused by the lack of maintenance

Racers complain that the driveshaft has been known to explode. The universal joint or the flange breaks near the transmission and the driveshaft has been known to flare around and it can come straight through the floor. Racers install a cage around the drive shaft to avoid the problem.

The leaking diff:

We've all heard of the leaking differential, the oil spot under the *rear* end.

Oil leaking can result from:

The pinion seal, which is easy to change once you get at it. In the IRS and swing axle, the diff has to be removed. From the output shaft.



Check the surface of the pinion to the drive shaft coupling for roughness, where the shaft runs in the seal.

Seal replacement on the axles:

Remove and replace side axle seals on solid or live axles. To change seals, a puller to remove the axle is needed, the seals are inside the axle tube.

Swing and IRS axle : The diff stub axle is easy to remove from the diff, but has to be pressed apart (3-6 tons).

Other bits on IRS: Other problems can be a cracked frame near the differential mountings.

Drain plug in the differential:

A drain plug, if not installed by the factory, can be easily drilled and tapped into the diff housing. Drill into the flat spot of the differential. Drain plugs with a magnet on it can be purchased for this purpose.

Common problems with U-joints:

- Under rated units tend to fail often.
- Seldom greased (1.500 miles).
- Hard to get at.
- Late TR6 and after market have no grease nipples.

U-Joints are difficult to install when the yokes are twisted. If the twist is not too severe, the yokes can be reamed out to allow a proper fit to the u-joint. Camber problem aggravate wear on the u-joints.

For maintenance the splines should be cleaned and well lubricated (moly).

IRS Hubs:

Main problem: It's a sealed unit and greased for life. The grease at 30 years looks like bees wax and the bearings will need replacing.

There's no way to replace the lubricant without disassembling the hub.

Brian has used two methods to "crack apart" the tapered shaft of the hubs (jig & press and special puller). The main issue is to protect the threaded end of the axle. To pull apart it takes 6-10 ton, up to 35 if it has been previously messed with.

Note: Back off adjusting nut before cracking. When *cracked* the hub is disassembled, including bearing races, then well cleaned. It's no time for a good inspection. It's important to be sure the bearing races are seated. A dial gauge set up and a 2 1/16 thin wrench will be required. The taper is keyed and torque on at 100 ft/lb. (no impact guns). Then the adjusting nut is tightened to 0.002-0.004 end float.

In the IRS A-arms there can be a problem with the studs, which hold the hubs in place. They could come lose. In order to correct this, new studs should be heli-coiled in.

Camber problem causes:

- Extra weight to the rear
- Tire springs
- Bent or broken frame

All I wanted was a * 58*

By Louis Boucher

You know the mid-life crisis, you want to go back to your roots, redefine yourself.....There is nothing closer to your soul than the year you are born. Imagine '58', the year of lucky me, the American dream symbolism [not me!], the full chromed gas guzzlers with spaceship styling and striking colour palettes. Being a late baby boomer does not mean I could not drive a *bomber*.....so, I started shopping for a *classic*. '58' is a mind of gold presidential Lincoln or a colossal Imperial.

Hold on, I want more power than standing! What about burning pavement with a Bel-Air, a T- Bird and why not a Corvette? After all, I deserve a car that makes a statement about me.

Years went by and I kept driving my minivan. You got it, I am after all a practical guy! In the mean time, I kept day dreaming about '58'....I then made a big sin; I jumped the fence and looked overseas. These Europeans do know how to do things right and are very discrete. She was a beauty, a strong character in a perfect body and she would not mind a few overnight adventures as long as she was well taken care. I fell in love. Her name was Mercedes, close friends also called her 190SL. It lasted almost a month, not that my wife objected, the bank reminded me I could not afford such a pleasure for the foreseeable future.

A few years ago, I was finally ready to trade the mini van. Remember, I am the practical guy. Guess what, I was looking for a used pick-up truck in the classified ads. If people don't beg for the 190 ride, they will certainly remember my number when moving! It is early Saturday morning and I flash through the truck ads and no luck. Then, lightning struck me, "1958 Triumph \$ 1000.—in the "prestige listings". I start screaming around, "*a Triumph for sale*" Not that much reaction from around, everyone else is asleep. I cut the ad and put it on the Frigidaire's door for now. Finally my daughter joins me and I show her the clip. She looks at it and asks "what kind of car is it?" I am speechless; my jaws are frozen, my eyes blinking. I have no idea! I then remembered the Bonneville and the Tiger, you know these great motorcycles! Long silence and end of discussion. Forget about the whole idea. I have two teenagers at home and I am practical.

Life continued that morning around the used pick-up search and I forgot the motorcycle deal. A few weeks went and then I met a guy at work who told me he was driving a Spitfire. I was a bit confused, don't you fly a Spitfire? The next week, at the annual picnic, he took me in the parking lot for a drive in his Spitfire....I sat in the passenger seat and was struck by the emblem on the steering wheel. "TRIUMPH". Yes, they made cars! I do not even remember the ride in the Spit, I was thinking about the clip on the fridge door.

I cut the social activities at its shortest that night and rushed back home, in my mini van. Guess what, the fridge door was all but clear of clips and notes, a first in years. No shopping-to-do lists, no *motorcycle ads*, just bare black Plexiglas. I guess, that is a sign that it was not for me after all. Life continued that night until I installed a new search engine on the computer. To find out how good it was, I typed "Triumph" and hit return. 700 entries came back at me, that's a lot of motorcycles and ladies under wears. With luck, I could end up on a fine lingerie site, I told myself. No luck, but it says "TR3 A", maybe it has to do with cup sizes. I clicked on the link and then that beauty appeared, topless, powder blue, overdrive and wire wheels....I hit the print button and rushed to the fridge.....

To be continued.....

Note from the editor....." March please go away.....waiting for the April issue....."

My Triumph By *Kate Hurney*



Imagine owning something magical. A talisman which could transform you, and make the ordinary exceptionally. Something that would entangle your heart, your mind, your inner soul, and thrill all of your senses. The sight, the sound, even the smell, would ignite feelings rarely encountered in your every day life. It would give you extraordinary perception, and the ability to see the world in a whole new light. Well, there are magical objects all around us. All you have to do is find the key that unlocks the door to your excitement. That key is different for everyone, and sadly some people never know theirs. But once you've found yours, you've found freedom and your road to passion!

My road to passion is the real road, and my key is a little red roadster. Every time I look at my Spitfire, my heart thrills to the sight. To me it is the prettiest little piece of automotive machinery ever created. The sexy lines, the eager stance, and the open friendliness of this car come together in a dynamic and beautiful package that calls to me in a way nothing else ever has. Just the sight of it, as warm red top-down toy inviting me to come and play, never fails to put a smile on my face and lightness in my spirit. But that's only the beginning.

My car is a 1976 Triumph Spitfire, a tiny two-seater convertible. It has sentimental value because one of these was the first car I ever owned. Triumphs were built in England, starting in 1923. The first Spitfire model, designed by the Italian

stylist Giovanni Michelotti, was produced in 1962, and very little changed over the years. They are quirky little cars with exceptional handling, built for fun, not speed, and notorious for being temperamental.

As I lower myself deep into the pocket of the interior, I am instantly surrounded by symbols of a lost era. The warm wood dash, the simple gauges and clunky knobs evoke nostalgia for the uncomplicated times they represent. I breathe in the car's scent, a unique combination of gas, oil, paint, and hydraulic fluid built up over years. In this little cocoon, every control is exactly where it should be, aesthetically and logically. It all makes perfect sense and feels just right. Nestled in comfort, my present-day self steps slightly aside, and I allow my younger self to come back, thereby embracing the best of both worlds, my youthful idealism and love of adventure bubbling over, but tempered by the knowledge and maturity I've gained with time.

Parts of the charm of these cars is the challenge. As I turn the key in the ignition, I'm never sure that it will start. I'm warmed with gladness that floods through me when it does, and I hear the engine start to sing. The sound instantly becomes a part of me, as I can hear little else, and I am in tune with my car. I listen for a minute, savouring the perfection of the engine's hum.

My arm stretches forward to the shift knob, I release the clutch and step on the gas, and as the first gear creep escalates to meaningful acceleration, my eyes catch the climb of the tachometer needle. I grit my teeth unconsciously as it gets higher than it should, edging past 4500 RPM, but I love the sound and the way it feels at its peak. As if the motor is stretching all its muscles to reach just a little further. I bow my head in unison with the needle dropping when I finally push in the clutch and slide the shifter down to second. Again, I feel the surge as the engine turns faster and faster, pushing me back in my seat. The e-shaped shift into third gear makes me pause just a little, to catch my breath, but we're soon at the most powerful stage, the height of third gear, and my whole body leans back in response to the momentum. It's not my foot on the gas but my heart pounding that's sending fuel to the engine as my arm vibrates with the shifter. I let it really whine on this last shot before triumphantly pulling it down to fourth, the final gear. I take a deep breath as I settle in to cruise. The slightest touch on the steering wheel brings an answer from the rack and pinion steering, and I eagerly anticipate the curves and the turns.

As I sail along the road, the wind surrounds me, whipping my face with hair as it flings all of my burdens away. I can never reach this point without smiling. I am as free as any human being could possibly be on solid ground, and thrilled and grateful to be there. I am awed by the power of the wind, the warmth of the sun, and the delight they create in me and at that moment, I feel magnificent. The happiness that fills me is so pure, so powerful and so all encompassing that I am speechless. I feel like I could drive like this forever.

As the big trucks, the SUV's and even the VW Beetles pass by me, I am very much aware of the danger in driving such a small car. The thought that I could be seriously hurt or killed at any moment never leaves me, and I am constantly vigilant. Avoidance is paramount to my safety, and my deep, primitive survival instincts are awakened as I strive to be alert to any possible danger. It's a game where I am prey eluding the hunter. I am clever, cunning, and quick, and my mind feels alive and strong. Another, completely unexpected, reward is the wonderful group of friends I've met by joining a car club. The members of the Triumph club are a remarkably diverse group of people as far as temperament, background, and lifestyle but the love we share for our little cars splashes over to extend to each other. One needs to have a good sense of humour, a lot of patience, and a fair amount of optimism to own a British car, and the people at the Triumph, MG and Jaguar clubs exemplify that. The camaraderie of the events adds another dimension to the fun of driving the car, especially in a caravan of ten, fifteen or even twenty of them.

Vintage sports cars are not for everyone. If they were, it would take away some of the magic. I can't begin to imagine what might be magical for you. There are so many possibilities; I hope that you have found it. But, if you haven't yet, I hope that when you see me on the road, you are inspired to believe that you, too, can discover the key that unlocks your door to excitement.

Our History with Triumphs ***by Michael Graham***

I guess this story has to start back in the early 1970s. My friend Roger (we worked together at NRC) was restoring his Austin-Healey and we found we had a common interest. I had been looking for a "car" for some time, and together we had gone to look at a few that were advertised in the newspaper ... but none fit the bill. Mind you when I think back at some of

the cars we looked at, I wouldn't mind having them now!

I had an open mind about what sort of car I wanted, but I was leaning toward a British sports car (are there any others?). I must admit that I've always had a soft spot for MGs ... same initials and all. In any case, Roger came in one Monday morning and said he had been out for a drive and spotted a little red sports car sitting in a field. It was a 1959 TR3A and was for sale. Asking price was \$500 I think. Two guys had done most of the body work as a joint project, but one got married and the other moved to Toronto. Therefore, the car needed a new home. It was love at first sight! Negotiations were undertaken and with Roger's Land Rover as a tow vehicle we hauled my prize home with my wallet lighter by \$300.



Our TR3A early in the Spring of 1974 (only B&W way back then!).

So now what to do? I had worked on cars since I was 16, but what were these weird looking carbs and how did they work? First step was to visit Manotick Motors to order a shop manual. Started to track down all the various systems to see if everything was working. Amazingly, with a battery and some simple reworking (including making a new exhaust system with bits and pieces from Canadian Tire and a Thrust muffler ... what a great sound), it started and ran pretty smoothly. It was soon licensed and I started enjoying the open road. First trip was to work at NRC on Sussex Drive from our home in Kemptonville. That was the first of many enjoyable drives ... never once did the 3A let me down.

One day on my way home on highway 16, a Jaguar XKE convertible pulled out in front of me from a gas station. Rather than slow down I just pulled right out and passed him. I must admit I felt pretty smug and proud of the way I blew by the Jag! I guess the expression on my face was too much for the Jag owner. He pulled up beside me, gave me a little wave, and tramped on the gas ... he had a little more power than I did and an even sweeter exhaust note. I had a great laugh about that and it remains one of my fondest memories of my first TR.



I joined the predecessor of the OVTC and attended a few of the meetings ... they used to be held in the parking lot of the Ottawa Citizen at Pinecrest. I still have the Triumph Sports Owners Association jacket patch and grill badge from the 1970s. I can't remember any of the club members from those days ... were any of you part of the old club?

TSAO patch and grill badge.

In 1981 we were posted to Singapore and with no long-term storage for the beloved little TR3A, it was advertised for sale. Only took a couple of days to sell. I was happy to see it go to a new owner who was very happy to find it, but I still have sad memories of the day it left home.

The next decade or so was lived in a Triumph void. Our boys were growing and keeping us busy so there was little time or energy to invest in a sports car. However, a few years ago the itch came back and the search was on once again. I was driving home one day and saw an MGB for sale on the side of the road. Stopped in by and looked at it seriously, but it was not a time to be spending extra cash so I gave it a pass. Next Spring I started the search in earnest. I found a TR7 Victory Edition that had been taken apart and was basically in boxes in the back of a garage (of the guy who had had the MGB for sale). Body was in perfect condition (really no rust) as it was an ex-California car ... complete with a single carb set-up. Thanks to the Internet I found Dave Huddleson and through him the OVTC. For the next 12 months or so I was very busy with work and had little time to consider starting on a restoration.

One day while surfing for information about the TR7, I came across the Vintage Triumph Register. The classified section caught my attention and I searched for TRs that were for sale in Canada. There were very few at the time, but there were two TR6s for sale in the Toronto area. I had to go to Toronto on business in a couple of weeks so I sent a couple of emails for the fun of it. One person never replied, but the other sent an email back that day. We agreed that while I was in Toronto I'd give him a call ... if the car was still for sale I'd drive up to see it (it was about 90 minutes North of Toronto). Well it had not sold, and after a look at it I was pretty sure it was worth pursuing. I consulted with John Day and he offered some helpful advice about what to look for. I knew the engine needed rebuilding because it was smoking, but the body was in great condition (originally from Southern States). After a prolonged negotiation a deal was made, a U-Haul

trailer rented, and the delivery made. After the TR6 arrived (on 14 November 1998), my interest waned in the TR7. David Huddleson put me in contact with a buyer from Northern Ontario and off it went to a new home..

Luckily the rear lights on the TR6 were working intermittently ... lucky? ... absolutely ... at one of the club meetings someone suggested I should call Brian Mills to ask for advice. Brian not only helped me sort out this problem but has ever since been a great source of advice and guidance as I've performed maintenance and rebuilding work on the TR6. So far, the things that have been rebuilt include the engine, transmission, rear axles, gas lines and tank, radiator, master cylinder, carbs, electronic ignition, spin-on oil filter, seat belts etc. Brian has been there each and every time to offer advice and assistance when it was needed.

Along the way, I also bought a GT6 that had also been taken apart and put in boxes. I started to strip the paint and bought the floor pans and sills that were needed to put it back together again. I did a little "experimenting" with the car and realized that it was going to be a long-term project involving a great deal of learning on the job. Along came Livia and Wilf. Livia was looking for a GT6 and indicated an interest in mine if we ever decided to sell it. After Wilf made a couple of presentations at our club meetings, I realized that they would do a much better job of restoration than I could ever hope to do. The rest as they say is history ... "Sparky" has a new home and I'm in awe at the progress and quality of the work that Wilf and Livia are undertaking.



Marjorie, me, and our 1973 TR6

I've enjoyed my association with the OVTC as a participant in activities and as a member of the executive both as President (a little scary when people stated to refer to me as "President for Life" after three years) and as Newsletter editor. So that's about it ... a TR3A, TR7, GT6, and TR6 over the last 32 years (many other cars too, but that's a whole other story!). I've let the other Triumphs go for one reason or the other, but I can't honestly imagine ever selling the TR6. But, there is always that nagging feeling that maybe it needs a TR companion in the garage :-)

Winter parking problems solved

Norman and his wife live in Calgary. One winter morning, while listening to the radio, they hear the announcer say, "We are going to have 8 to 10 centimetres of snow today. You must park your car on even numbered side of the street, so the snowplough can get through. "Norman's wife goes out and moves her car. A week later, while they are eating breakfast, the radio announcer says, "We are expecting 10 to 12 centimetres of snow today. You must park your car on the odd numbered side of the street, so the snowplough can get through." Norman's wife goes out and moves her car again. The next week they are having breakfast again, when the radio announcer says "We are expecting 12 to 14 centimetres of snow today. You must park....." then the electric power goes out. Norman's wife is very upset, and with a worried look on her face she says, "Honey, I don't know what to do." Which side of the street do I need to park on so the plough can get through?" With the love and understanding in his voice, like all of us men who are married to blondes, exhibit Norman says, "Why don't you just leave it in the garage this time?"

1965 Winter rally by Pat Onions

A recent article by Ed Kaye about driving TR4's in winter time can only bring memories back to me.

Although I drove a number of different Triumph models during the winter month, the most memorable and on that should be noted for posterity sake was the 1965 Canadian Winter Rally. Dough McLellan, my navigator, and I had run some previous winter rallies but were looking to put on a good show with my TR4.

We entered the car in class V, along with such noticeable as Ferrari and Porsche, the sports car category. This was the year Ford introduced the Mustang. Ford Canada ran a team of three Mustang Fastbacks prototypes and hired the best rally drivers they could find at the time. They also chose to enter these cars in class 5. These rallies ran from Friday evening to Sunday afternoon with an 8 hour stop-over Saturday night. I believe, the stop over in 1965 was in Ottawa. It had the reputation as a tough rally and 1965 was no exception.

Sunday morning, we ran into a bad ice storm. We had to continuously clear the front fenders of ice and also chop ice of the windshield. During the morning we broke the left front shock, which slowed us down. There were many DNF's but we managed to finish along with the three Mustangs. As one of the Mustangs had beaten our time, Ford claimed to be the winner of class 5 along with the overall team prize. With the help of a BEM officially, we protested on the grounds the Mustang was not a sports car and also, it was not homologated as such. As the winter rally had International stakes, our protest went all the way to the F.I.A. It was a year later, at the 1966 Winter Rally, they announced we had won class 5 of the previous rally and presented us with a large silver tray engraved as winners. It was a hollow victory as Ford had capitalized during the year that they had won in their first competition with a brand new car.

However, it should be noted, in all the years B.E.M.C. ran these rallies, the TR4 is the highest place true sports car to place in these rallies.

P.S. No, Ed, we did not run studs until 1966 with drastic results in Triumph 2000, but that's another story.....

P.S. From the editor.....Pat, we hope to hear this story, and hopefully many more, in the near future. What a wonderful re-collection of Triumph driving adventures, education and entertainment. Please keep writing and sending me the articles to share with our membership. Thank you.

Name tags for members Last reminder

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.

Upcoming events

March 13, St Patrick Day's Parade , Debbie Oaks, 820-4898,

April 17, 2:30 pm, OVTC and multiple clubs Darts tournament. Venue: Broadway Bar & Grill, 2777 Strandherd Drive, Barrhaven

March 18-21, Ottawa International Car Show, Congress Center, Ottawa, see newspaper ads,

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

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

April 18th. Ancaster Flea market Annual Flea Market and Car Show held at the Ancaster Fairgrounds , Contact : 10 am – 4 pm, [Ron Kielbiski](mailto:Ron.Kielbiski@sympatico.ca) bugeye@sympatico.ca or [Keith Jewell](mailto:Keith.Jewell@sympatico.ca) kjmgb72@sympatico.ca , Admission \$ 4.00

April 21-25 / 2004, Spring Carlisle, More info - (717)243-7855

April, 32 -25 Speedorama at Lansdowne Park, Ottawa, Civic Centre. More info - [Web-Site](#)

May 01-02, Antique Auto Flea Market and Car Show, Stirling, ON.,

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

May 22rd .-23th. Rideau Lakes Antiques and Collectible Car Flea Market , Lombardy Fairgrounds, Smiths Falls, ON,
Jack Paul or Pauline Fisher or Tery Irish, 692-3293 821-2417 283-3409, pntc48@sympatico.ca

May 30th , Hudson British Car Show (2nd annual – 200 cars last year)

May 30th Oxford Mills Car Show, More info. Chris Bryant 613- 989-3046

June 6th. Byward Classic, salute to the 60ties , Byward Market Auto Classic, Ottawa. More info. Lara Dubois 613- 562-3325

June 6th. 6th. Annual 1000 Island Cruise –In 2004. Gananoque, Ontario , more info, Nick Bowles 613-382-8413,
[Web-Site](#)

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 1 / 2004. Arnprior, Canada Day Car Show / 2004 All Makes and Years. Door Prizes, Dash Plaques, and Trophies, Arnprior, Ontario More info - W.J. Lammert / (613) 623-8981 / or [E-Mail](#)

July 04, "Evolution of Wheels" Car Show , Museum of Science & Technology, St. Laurent Blvd., Ottawa, ON., Tim Dunn, 729-9783,

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.

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/>

July / 23-25 / 2004, Summer Carlisle / 2004 More info - [Web-Site](#)

July 24 / 2004, Canadian Tire Car Show / 2004. All Makes, Models, and Years Welcome. Lots of free stuff. Door Prizes, Grab Bags. Canadian Tire - 1820 Merivale Rd., Nepean, Ottawa, Ont. The Show will be Judged this Year. We will be raising money for the Queensway Carleton Hospital Foundation by selling raffle tickets for a Grand Prize / 1959 Cadillac Sedan Deville. More info - Matt Kaplan / (613) 224-9330 or [E-Mail](#)

Aug TBD Opening of Calabogie Motorsports Park

Sept 15-17th. British Invasion, Stowe, Vermont

Sept 17th. British Car Day

Cruise nights:

Mondays:

May 03, Manotick Perks Cruise Night, Manotick Village Perks, Mondays, except holidays through Oct 04, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

May 31, Perth Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, 50panel@ripnet.com

Tuesdays:

May 04, Kanata Cruise, Hazeldean Mall, Kanata, ON., Roger Thomas, 836-3647

May 04, Kemptville Cruise Night, Canadian Tire, Kemptville, ON., Bob Morin,

Wednesdays:

May 05, Cruise @ Crocodelis, Crocodelis, Maloney Blvd., Gatineau, QC, Charles Cloutier, 568-7486,

May 12, Place d'Orleans Cruise Night, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, goldvee@travel-net.com

Thursdays:

May 20, Cruise Night in Kanata Centrum, pm, Kanata Centrum, 4th Thursday in each month, start at 6:00, Richard Rutkowski, 591-6955

May 20, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

Fridays:

May 21, Les Galleries Cruise-in, Les Galleries, Aylmer, QC., 3rd Friday of each month until Sept., J.P. Sylvestre, 819-684-9406, www.iquebec.ifrance.com/autoshow

Saturdays:

May 08, St. Laurent Blvd Cruise, St. Laurent Plaza, Coventry Rd., Ottawa, June 12, July 10, Aug 21; starts at 4:30, Larry Way, 446-4717, larrysmway@aol.com

May 20, Canadian Tire Cruise Night, Canadian Tire, Heron Road, Ottawa, 224-9930,

Sep-26, Cruising Into Fall, 1310 Oldies, St. Laurent Mall, Ottawa, 11:00 to 4:00, Larry Way,

Sundays:

May 16, British Breakfast, Broadway Rest., Hwy # 16, Broadway Rest., Hwy # 16, Hil Goldberg, 692-5381, hilliardgoldberg@ocdsb.edu.on.ca

Classifieds

Wanted

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

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 poogan@rogers.com

1976 Triumph Spitfire (convertible), restoration project. 4 spd manual. Top has never seen the road, in excellent condition. Motor was running well 5yrs ago. Frame is solid, body needs work, some has already been done (batt tray, floorboards). Most of the parts are there - all lenses, body fittings, wheel centers, gauges, etc. It must sell. Asking \$1,400 or b/o. 705-321-8328 pontiacracing@sympatico.ca

TR3 A O60 À vendre / For Sale \$24,500

Restoration professional, inclus: side curtains, tonneau nouveau, toit nouveau, radiateur nouveau, génératrice reconstruire et démarreur reconstruire, aussi le ³Shop Manual². Tres propre!
Professionally restored, including side curtains; new tonneau cover; new roof; new radiator; re-built generator and starter, includes Shop Manual. Excellent condition and runs beautifully, never driven in rain!
Tel: (450) 827-1132, Ron Jamieson, etage@mink.net

TR-7 with V8 5.0-litre.1975 Triumph TR-7, 5.0L Mustang engine, 4 speed, Ford rear end, professionally installed, headers, sunroof, rear wing, needs plenty of work. \$1000. Car is in Kingston. Peter, 544-5552.

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.

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

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