



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

*May 2004*



Mallory Park in  
Midlands England

## *Letter from the editor*

There's never a dull moment in Spitfire driving.

We were on our way to Dunrobin to pay club members Judy and Peter Jeffries a visit. A good friend of ours had asked us to check out their GT6 for sale and this was a good opportunity for a dive, or so it seemed.

First of all, a few miles down the road, I realized I had forgotten to take the digital camera along. So, we turned around, still with plenty of time to spare and headed back home to fetch it. We were quickly back on the highway, second time down the same road, second time past the hitch hiker who had already given up waving us down, second time past the crew of hydro workers still leisurely enjoying their lunch break, now already giving us the GLANCE.... of recognition. "Ahh,....here they go again".....This time we made it as far as Carleton Place, a stutter, the engine coughed, ever so slightly, the instruments sliding into the realm of invisibility, we were losing power. Trouble brewed on Triumph horizons, I could feel it in the air....could see it in the eyes of my master mechanic..... "Up with the bonnet!!!"... I heard the tone in his voice and obeyed. "Hmmm..... maybe a loose wire"..... wiggle those reds and blacks. "Better call Judy, let her know we'll be late"..... Just as I'm on the phone explaining the dilemma, a shout from the man in charge..."It's working, let's roll"..... I'm never one to argue in a situation like this and we were on our way again..... Fly the "Fly" up to Appleton, past the golf course.....cough....stutter...surprise.....reality hit..... This was not going to work.... She was going to let us down...we lost power again....the alternator wasn't charging. It was time to give up and turn back home.... past the hitch hiker, the hydro workers, still munching Kentucky fried chicken. The trusty old Subaru was fired up..... a call Judy made, explaining we're now on our way for the third time. By now, we were friends with everyone lining the streets to watch us drive by, waving, cheering.....We finally got to see Judy and Peter Jeffries; we did test drive the GT6 and we even made it home after wards.

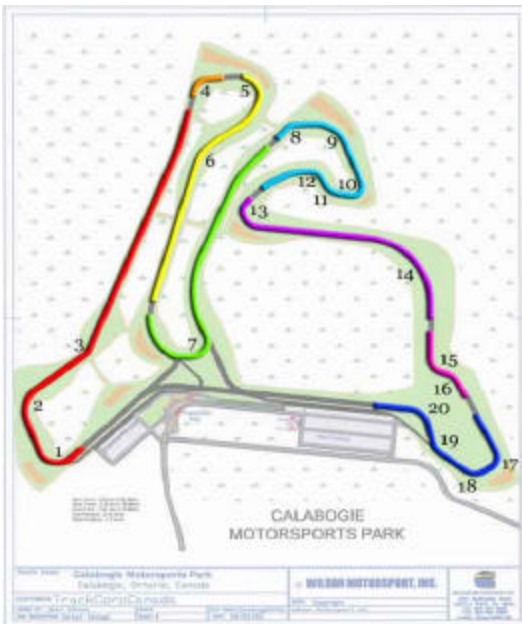
What can I say???...A wire leading to the alternator had come lose. It was an easy repair. The trials of Triumph.....

Visiting with Judy and Peter Jeffries turned out to be of great interest. Peter owns a TR5 which had to be inspected. Our interest was also stirred by the TR3 he's restoring. The body tub had been imported from California, has been sandblasted

and given a coat of vinyl wash and is now waiting for bodywork. This'll be an interesting project to watch and I hope Peter will keep us up-to-date on the progress.



Peter and Judy Jeffries Triumphs



### *Up-date on Calabogie Motorsports developments*

At the April meeting club members had the opportunity to welcome John Hamilton, a representative of the Calabogie Motorsport, and learn about the latest stage of development of the newly to be build race track. The idea to develop the race track in the resort town of Calabogie, Ontario, was born when it was evident that a need for such a facility seemed to exist. The Shannonville race track and also Mosport are well used and usually booked for the season. When the opportunity of the soon to be closed gravel pit in Calabogie was offered for sale, the property was purchased and the idea of a new rack track was born.

The property consists of 1200 acres of land; the track itself sits at 270 acres. Alan Wilson ,a track designer, was called in to design the track and guide the development through the different phases of construction, management, insurance issues, marketing and promotion. The track is envisioned to be used for club-level races and events, driving schools and manufacturer testing. The location is within easy driving distance to Perth and the Ottawa area. There will no professional level events or spectator use. Safety issues of this challenging course have been addressed and the purchase of three-level guard rail and tire barriers will assure this important factor of the track. The lay-out of the track is designed with two separate, stand alone tracks, providing individual circuits that can be used simultaneously, resulting in the 2. 22 Km west course and the 2.81 Km east course, combined as the 5.05 km main course. There will be two separate paddocks, one consisting of 4 acres, and a smaller one of 2 acres.



The track has been designed to be a challenging circuit, set in a rugged landscape of trees and rocky terrain. There's 7 % banking in some corners and an overall 70 feet of elevation changes, which will make it fun and a challenge to negotiate.





Cheerio, Liv Haasper

The thick growth of trees helps to keep the noise at an acceptable level. Noise studies with positive results have been conducted by both the developers and the town of Calabogie. This Saturday, May 1<sup>st</sup>. a hearing by the town council regarding re-zoning is taking place. This hearing will determine if the track will be paved within the next month. Hopefully, the outcome will be positive and the work on the track will continue without interruption. Let's keep our fingers crossed and hope that soon we'll have a race track in our close proximity. To check out the latest news on Calabogie Motorsports, go to <http://calabogiemotorsports.com/index.html>

## Letter to the Editor

Hey Liv,

I had a great day at Mallory Park in Midlands England today [pictures on page 1].

I enjoyed track day with Andy Vowel, TSSC class champion. I had to opportunity for some track time as a passenger, driving in his Mk3 Spitfire. We did a good clip. He must be one of the fastest Spits in the UK. We did about 100 miles /hour on the track and the track was quite twisty. I'm the one on the left side of the car, remember we drive on the \*right \* side of the road.

James Carruthers  
London, England.



Hi Livia;

Thought I'd send a Letter to the Editor for the newsletter from down here in LA, California. I just finished reading John and Lori Day's letter from LA and also the funny article about what one needs to stuff into the trunk of a Spitfire, which made them wish for a Nissan.

Funny thing, I too am in LA, as it turns out visiting my cousin ( who builds \$40K+ Ford Roadster Hot Rods for a living (has about 16 customer cars in the shop and is stressed out with too much business, ... I wish!) and I am also picking up a 69 Datsun Roadster, that I bought in August (couldn't resist at \$1800 for a rust free classic ... there were less than 15K built world wide). I am still looking for work after the tech crash and came down here for a couple of months to build a web site for my cousin and pick up and work on my Datsun. I just finished putting a coat of primer on it today (see attached). I will pick up a few parts to do motor at home in Ottawa, before I trailer it back. Most of the few Roadsters made were sold in this area, so parts are more plentiful here.

Don't get me wrong. I'm not a Triumph traitor. I still have and love my Spit, but also have had a weak spot for the Datsun Roadsters. (Maybe it's that it has an overhead cam engine with twice the horsepower and about the same weight ... ?). I have a couple of friends in Ottawa that still have them, that I used to slalom along side in my Spit a few years ago. There are so few, there isn't a club. Perhaps we can have a 'run what you bring' guest night at the club sometime.

As John says, there aren't many Triumphs at all down here. Anything with less than 8 cylinders down here is either junked or if they can't stuff a Chevy V8 in it, 'forget it'. As a matter of fact my cousin's 3rd car is an older Jaguar XJ6 with a perfect body and a Chevy 350 engine/tranny conversion he paid less than \$2K for. (I wish I had more room on the trailer!) In fact the guy I bought the Datsun off had planned to stuff a small block chevy in it (so sad). I did happen to see a TR4 at a car show the other day in Palm springs, but when I peeked under the hood, it too had the 'LA' treatment (see attached), but that is the only one

I've seen. I also heard of a friend of my cousin's that was going to build a Hot Rod from a Triumph Mayflower (go figure). Hang on to your 'original' treasures back home. Some day their true value will be appreciated.

Cheers and Bye for now ... Barry Bowden

P.S. Almost forgot. I did see a rare Bug-eye Sprite as well at the well known Hot Rod Stitcher (upholsterer) Ron Mangus' shop next door, which I 'drooled over'. (see attached) Some guys with the bucks down here do channel it to British cars, but it is very rare.

***All I wanted was a '58 ! (Chapter three )***  
***By Louis Boucher***

I did not believe what was happening to me. I chased someone for over a week without any luck and then a “dude” was after me. I crawled out of the pool leaving a wet path to the main house phone. The cordless phone had already run out of batteries by then.

*Hello.*

*Hi, it's Denis.*

*Who ?*

*Denis, you phoned me yesterday.*

*Denis who ?*

*Aren't you interested in a Triumph ?*

*YES, YES, YES*

*Sorry for the delay, my daughter just told me about your call. (Teenager jet lag )*

*No problem. Tell me about the Triumph.*

*It is a '58 TR3A.*

*Great, is it a driver ?*

*Not quite, I actually started to restore it but ran out of time.*

*Sounds good to me. How far are you in this restoration ?*

*Not that far, it is right here in my garage...*

*I mean the work you have done.*

*Joke aside... I started to take it apart and ran out of boxes.*

*That's fine. Tell me more about what you have.*

*Actually, I have two cars and a garage full of parts.*

*Which one are you selling ?*

*All of it, I mean all of it. I also have the manuals and three tops.*

*Can I come and see it ?*

*Sure, I will be home next week-end. Here is my address...*

*Great, I will leave you my name and number and call you to arrange a visit next week-end.*

*Sounds good to me, just leave a message...*

*Bye now.*

That was a wild call. I was sitting in the middle of a pond in the living room with a little piece of paper “Denis, '58 TR3A, two cars, parts, manuals, three tops, next week-end”. There was no way I would put that note on the fridge's door... I therefore carefully folded it and tucked it in my wallet, better safe than sorry. The following week felt so long that I actually took the Friday off to clear my own garage to accommodate the two cars and lots of parts, just in case... After a single call to Denis on the Friday night, we agreed to meet the next morning. In the mean time, I had created my own scenario about the forthcoming encounter with the Triumphs and made arrangements with my Spitfire friend, you remember, the pilot !

It is 9 am by the time we get to Denis' place. I park my minivan (I never got the pick-up !) and my friend pulls in with the Spit. Denis is standing at the end of the long driveway and welcomes us. The whole conversation is about the Spitfire and I am getting a bit impatient. I break in and enquire about the TR3's. Denis smiles at me and activates the garage door remote control. It is amazing how these door openers are slow!

We must be some 75 feet away from the garage when I get a first look at the car. It is facing us, metallic blue with big eyes and a wide smile begging to be taken for a spin. Denis tells me that his garage is a bit cluttered and that his wife is fed up about the Triumphs. As we approach the car, my heart beats faster and faster and my eyes get busier. I notice a whole pile of boxes behind the windshield (sorry, windscreen ) and a missing bumper. We finally make it in the garage

and the sleeping beauty suddenly becomes a beast of its own... I am speechless and Denis becomes rather vocal about the potential of his Triumphs.

The romantic scenario I had in mind turned into a horror plot. There was nothing but a molested bare frame behind the dash, no body, no interior, just boxes sitting on a diamond plate platform welded to the rotten frame. I guessed someone tried to make a custom pick-up out of it. Denis kept talking about the "potential" ( how can he know I am the practical guy ? ) and invited us to have a look at the other car, the good one ! My pilot friend is flying rather low by now. We get to the side of the house; there is a small shed and a bare body tub sitting beside it. Denis proudly tells us that this tub is the key to the project and points out how good the frame is. He rushes towards the shed to show us a mountain of sheet metal that is supposed to be matching fenders, trunk lids, hoods and doors. The only thought in my mind is this special "united colors of Benetton" colourful VW Golf of the early '90s. I can also have a "no so united colors" TR3A...

To be continued...

### ***My 1974 TR6*** ***By Peter Stephens***

I was idly leafing through the used car section of the Citizen last April (something I do about once every two years) and there was THE MESSAGE. 1974 TR6 in great condition, 70,000 miles. Call ..... I called. Yes, the car is still there. Could I come and see it? No, I'm going out of town but I'll be back next week end. See you at 7.30 a.m. on Saturday? Sure sounds fine. Here's where I live. I get there a little early. It is plus one degree and cloudy. The owner is up and anxious to roll except the battery is flat. Ten minutes later, I am driving around Alta Vista in a bright red TR6 with all the grumbling noises that older British cars make when they are asked to start on cold, damp mornings. None the less, for me the search was over. I had found my baby.

I started looking for something sporty about ten years ago. I had owned, in my mispent youth, a 1963 MGB, a 1967 Mini Cooper S (almost the last to be imported into the US in that era and still, I think my favourite fun car), a 1969 MGC-GT (not one of the greatest achievements in sports car design) and borrowed for a few brief and euphoric weeks, a friend's Sunbeam Tiger Mark II. So in the 1990's, I thought I wanted a Jaguar V12-E type but no luck, either clapped out or very expensive. Next a Tiger. Scarcer than hen's teeth and running, like the Jag, around \$40 to 50k in US funds and you had to go to Arizona to pick up. OK, let's get real. I looked for an MG and eventually found one in Brockville, but I procrastinated a day too long and a very pretty, immaculately maintained "B" was gone. The truth is I was looking for everything but a TR. I had driven them occasionally in the past but getting one was not on my radar. Then came the ad in the Citizen and the rest, as they say, is history.

The car is lots of fun and I love tinkering with it. I have done a fair bit of work on my own but had to take it to the shop to get a botched clutch job by the previous owner sorted out. The colour is wonderful. You'll see when I bring it to the meeting. Even my wife, who was somewhat sceptical of this outlay of money on a boy's toy, now enjoys driving it around and regards my stints at the wheel as somewhat too leisurely. I guess any thoughts I may have had that I might have done something dumb by buying this car, were laid to rest when I parked one day in the underground garage at 240 Sparks. The top was down and when I returned from a quick shop, there was a hand written note on the driver's seat that said "This is my dream car in my dream colour. If you are ever, ever, thinking of selling it, please, please, please call me, or e-mail me or fax me." Sorry, buddy! No such luck!

### ***Floor and sills installation on a GT6***

***By Liv Haasper***

It was the day of reckoning. The time had come to tackle the installation of the new floor pans and the sills. This repair was executed one side at a time to keep the alignment of the car simple.



## Bracing:

When we got the GT6, the previous owner had already removed the floor pans, sills and part of the firewall from the driver's side of the car, but he had not installed braces to keep the body tub straight. Before attempts were made to weld in the newly purchased floors and sills, we took measurements and fabricated braces out of metal piping to assure the alignment of the car and the fit of the doors and bonnet. These braces, after the stripping of paint was finally achieved, were inserted into the door opening of the GT6. More on the fabrication of the braces read below.

## Stripping to the bare metal:

We started the repairs on the driver's side of the GT6, using tin snips and air powered cutting discs and also the spot weld drill. We cut away all the rusted areas of the fire wall, the sill, the A-pillar and inside edges. Before any welding and repairing could be started, we removed layers of black tar from the firewall. In order to weld properly and not contaminate the welds, the metal has to be absolutely clean. The PO, in an attempt to preserve the metal, had sprayed a black, gooey mess of tar onto every inch of the underside of the car. It was a big job, soaking it with thinner, scraping it off with knives, wire brushes and anything else that would work. With the help of a gallon of Poly Stripa we removed most of the paint and primer. We came across a layer of green top coat paint, and another of brown, original paint, a layer of grey primer and the last layer of rust undercoating. We removed and chipped away paint and soaked certain areas where fibreglass had been applied with thinner. We scraped away sections covered in bondo. In order to get the metal to a shiny and clean look, we used my air tool, the die grinder, and its 3M attachment, the roloc disk, polishing the metal until we were satisfied with the results. The last thing to tackle was to sand blast tiny, unreachable corner and flanges. We repeated this process on the inside of the firewall and the areas bordering the transmission tunnel and behind the seats, which of course, had been removed at this stage of the restoration. The last section to clean in this fashion was the inside of the door and the A-pillar.

## Repairing rusted areas:

Before any attempts of body repair were made, the braces were now installed into the open door gap.

We were finally ready to fabricate bits and pieces of sheet metal to replace rusted edges and flanges and restore the A-pillar to its original shape. Using the cut-away pieces as templates, we cut sections out of 20 gauge satin covered sheet metal. For repairs of this nature, a satin covered finish is preferred in body shops because it's more rust resistant than the \*black\*, or regular, sheet metal. It takes a bit of ingenuity to fit those replacement pieces to the panels of the car, making sure to keep the original shape. With the help of an English wheel, we bent certain pieces of sheet metal into compound curves. Flanges were created with a metal bender. We had one after-market sill at our disposal, but had to fabricate the second one for the passenger side. We learned rather quickly that the floor pans, and also the purchased sill panel, did not fit properly and had to be modified.



The entire installation process was started by attaching the inner sill to the A-post and quarter panel, clamping the sill into place and screwing in self drilling sheet metal screws as a temporary measure. We installed the door for a test fit and, when happy with the result, removed it again to continue the work. Now it was time to fit the floor panel, outer sill and, lastly, the cross member. Next thing on the list of jobs was the fabrication of repair panels for the fire wall and inner quarter panel. Then, the door was fitted again to ensure a good alignment. Finally, we were able to weld everything in place, using the MIG welder.

The entire process was then repeated on the passenger side.



Welding was done through holes we drilled into the flanges on one side, imitating spot welds [plug weld]. Repair panels were butt-welded, using an oxygen-acetylene torch.

Before welding, flanges had to be cleaned and stripped of primer and sprayed with Zinc-dust paint [weldable primer]. When all the welding was completed, the welds had to be ground off and sealed with a seam sealer. Now, the doors were fitted a last time to the rear wing and the bonnet to assure a proper fit with acceptable gaps.



To prepare the entire repairs for primer and paint, some body filler had to be applied. In order to do this, we removed the doors again [now getting really familiar with this process]. We used polyester resin body filler where needed, sanded it off in the usual fashion, then primed.

### **Fabricating and installing braces:**

Our braces were constructed in a form of a triangle, connecting the upper and lower door hinge to the door striker. We also installed a small pipe leading from the lower door hinge to the body mounting near the transmission. The braces were made of 1" tubing. For the end sections we used 1 1/2" by 3/16" angle iron. We fabricated two braces, one for each side, taking into consideration that each side of the car is different from the other.

## ***TRIUMPH BOOKS***

*by Paul Langevin*

I bought my 1976 Triumph TR6 in November 2002 (I actually started buying it in October, but that's another story) just in time to put it up for the winter. Since I didn't have access to the car, I decided to see what literature was out there. John Day showed me some of his books and that was enough to get me going. I now have about 20 books and I'm still finding new ones of interest. There's no shortage of books and they seem to be almost as popular as the cars themselves. With the rejuvenated interest in British cars over the past few years, publishers have even reprinted some of the more popular titles.

As long as Liv is interested in publishing and you are interested in reading, I will write a series of articles about Triumph books. I will approach the topic from a number of angles: where to buy (see list below), list of books on the various models, the company and about Triumph cars in general. I'll even do the odd book report, as long as doing so doesn't bring back any bad memories from my school days. Of course, if we had read the books, doing the reports wouldn't have been such an ordeal.

There are Triumph books out there! Books on the history of the Triumph company starting in the fifties right up to the eighties (e.g. Triumph Cars: The Complete Story From Tri-Car To Acclaim by Graham Robson & Richard Langworth). Model specific books will give the history and details of specific models (e.g. Triumph TR6 by William Kimberley). Restoration books are available (e.g. Triumph, Spitfire, GT6, Vitesse & Herald Restoration Manual by Lindsay Porter). At least one publisher compiles magazine and road test material (e.g. Road & Track on Triumph Sports Cars 1974-1982). Another publisher compiled magazine ads (e.g. Advertising Triumph Sports Cars 1947-1981 by Daniel Young). There is even a book or two on improving performance of the various Triumph models (e.g. Competition Preparation Manual: GT6 & 2000). It's also possible to buy shop manuals including reprints of the original (e.g. Triumph TR2 & TR3 Official Service Instruction Manual). If you want a parts manual, you can buy one (e.g. Triumph TR4A Official Spare Parts Catalogue). And if you need an owners manual, that's also available (e.g. Spitfire 1500 Official Owner's Handbook). Interestingly enough, it's also possible to get copies of some dealer brochures (e.g. 1977 Triumph Spitfire 1500 Brochure).

The best thing is that most books contain lots and lots of photos. So if you don't like reading, you can just enjoy the pictures!

### ***WHERE TO BUY***

If given the choice, I'll usually buy Canadian (no, not the beer!). A book company out of Toronto has a fairly good selection:

DRB Motors Inc. at 16 Elrose Avenue, Toronto M9M 2H6.

Web site: [www.transportbooks.com](http://www.transportbooks.com).

Email address: [info@transportbooks.com](mailto:info@transportbooks.com).

Phone: (416) 744-7675 or toll free at (800) 665-2665.

A Canadian company out of Vancouver:

eAutomobilia

2531 Ontario St

Vancouver, BC V5T 2X7 Canada

Phone: 604-873-6242 \* Facsimile: 604-873-6259

E-mail: [info@wilkinsonsauto.com](mailto:info@wilkinsonsauto.com).

The following three Canadian British parts companies also carry books, at least the most popular ones:



British Auto Sport (Fred McEachern)  
3354 Dwiggin Ave  
Mississauga, Ontario L4T 3J2  
Phone: 1-888-485-2277  
Email: [fred.bas@sympatico.ca](mailto:fred.bas@sympatico.ca)

Obsolete Automotive  
142 Kendall St  
Point Edward, Ontario N7V 4G5  
Phone: 1-800-265-7437  
Web Site: [www.Obsoleteauto.com](http://www.Obsoleteauto.com)

Peninsula Import Auto Parts  
2412 South Service Rd W  
Oakville, Ontario L6L 5M9  
Phone: 1-800-999-1209  
Email: [imports@ican.net](mailto:imports@ican.net)  
Web Site: [www.peninsulaimports.com](http://www.peninsulaimports.com)

This is one of my favorite book vendors and they have a very good selection:

Midlife Classic Cars  
Phone: 1-704-598-5113  
Email: [MIDLIFECLASSICCARS@HOTMAIL.COM](mailto:MIDLIFECLASSICCARS@HOTMAIL.COM)  
Web site: [www.midlifeclassiccars.com](http://www.midlifeclassiccars.com)

You can also contact any number of publishers or bookstores.

Veloce Publishing (in the UK)  
33 Trinity Street,  
Dorchester,  
Dorset DT1 1TT  
Telephone - +44 (0)1305 260068  
E-mail - [info@veloce.co.uk](mailto:info@veloce.co.uk)  
Web Site: [www.veloce.co.uk](http://www.veloce.co.uk)

Brookland Books is available online or by phone/fax if you don't mind calling the UK:  
Tel (01932) 865051 Fax (01932) 868803  
Email [sales@brooklands-books.com](mailto:sales@brooklands-books.com)  
Website [www.brooklands-books.com](http://www.brooklands-books.com)  
PO Box 146, Cobham, Surrey KT11 1LG

Classic Motorbooks are available on the Internet, by phone.  
PO Box 1, 279 Prospect Ave  
Osceola, Wisconsin 54020-0001  
Phone: 1-800-826-6600  
Web Site: [www.motorbooks.com](http://www.motorbooks.com)

The following British parts suppliers also have a selection of some popular books:

Moss Motors  
440 Rutherford St  
PO Box 847  
Goleta, California 93116  
Phone: 1-800-667-7872  
Web Site: [www.mossmotors.com](http://www.mossmotors.com)

### Found on E-bay

Original new old stock TR2, up to chassis #: TS 1200 E.  
Two piece T/stat Housing- this is an original manufactured item, not a reproduction, never fitted,  
in perfect condition, all threads like new,  
Casting #: 201522 SM



### *Triumphs of the Triumph club of Switzerland* Photo by Sani Senn





Victoria British  
PO Box 14991  
Lenexa, Kansas 66285-4991  
Phone: 1-800-255-0088  
Web Site: [www.victoriabritish.com](http://www.victoriabritish.com)

The Roadster Factory  
PO Box 332  
Armagh, Pennsylvania 15920  
Phone: 1-800-234-1104  
Web Site: [www.the-roadster-factory.com](http://www.the-roadster-factory.com)

You can always try Chapters. Locally, the store on George St. in the market has the best selection. They don't have a lot on British cars, but if you have the information they can order books for you. Their website is: [www.chapters.indigo.ca](http://www.chapters.indigo.ca).

#### Buying on eBay

There's always eBay on the Internet, if you happen to enjoy shopping that way. Best you know the value first. I've seen items go for more than you pay through a book company. However, it's a good place to find out of print books, but these can be pricy if the seller is aware of what they have and knowledgeable buyers happen to spot the item. There are bargains to be had as well though. Some of my books cost less than \$10 (USA of course). Quite a few sellers won't ship to Canada.

#### Amazon

I've never bought anything on Amazon but I've seen Triumph books listed there. Their web site: [www.amazon.com](http://www.amazon.com).

#### News from Switzerland

I just received an e-mail from a friend, Dani Senn, of Switzerland, informing me that on Sunday, April, 25<sup>th</sup>, the Triumph Spitfire club celebrated their first drive of the year by crossing Zuerich Lake by Ferry. 34 Spits were loaded onto the Ferry, just short by one car of breaking a record." What a great show"....Dani commented in his e-mail to me and the picture says more than a thousand words.



#### TRF Summer Party announcement

**We had originally announced that we would be taking a year off and would not be having a Summer Party in 2004. We had some second thoughts and considered having a smaller event that would be easier to put together. In the end, we have decided to not have the party in 2004. We are looking forward to doing a Summer Party in 2005.**

**John, Swauger, The Roadster Factory.**

#### *British Car week, May 22 -30, 2004*

British Car Week has become an annual tradition that occurs during the last full week of May. This celebrated week has been chosen as a commemoration for the wonderful British automobiles of the past, and their enthusiastic owners, who have so proudly kept them maintained for all to see and appreciate many years after their production. This special week is intended for all British car owners to get their British cars out on the roads in their little corner of the world, and give them the exposure they so rightly deserve. While not only heightening the awareness of these charming vehicles for new enthusiasts, it will also help assure their preservation for many years to come for others to appreciate.

During the late 1940's these cars became a popular means of "fun" transportation in the United States of America after catching the eye's and hearts of American servicemen who spent time in Europe during the war. As a result, these cars became a very common sight to see driving on North American roads during the late 40's, 50's, 60's, 70's, and beginning to dwindle during the early 80's. Most anyone who was aware of their surroundings during those years has some kind of special memory of these cars. Whether it was a family member, or someone who lived down the street who owned one of these cars, those memories typically bring a pleasant smile to the face of anyone reminiscing about these unforgettable, charming pieces of British history.

The years have passed, and now we're living in the 21st Century. Today a lot of these cars are very well maintained by second and third generation owners who are enjoying them very much the same way their original owners did. They've come to realize how this antiquated machinery is getting much older and scarce, and recognize that it is so very important to do what they can to keep those Lucas lights burning ever so brightly! They know how important it is to continue supporting the clubs, parts suppliers, mechanics, book and magazine publishers, and all of the other businesses that support this very fulfilling hobby.

This annual week is as close as we'll ever get to recreating those simply wonderful motoring days of the past. It is our way of letting the world know that our cars are still around and performing quite well, and in many cases better than ever. Who knows.....maybe, just maybe, you and your favorite British car might spark the interest of some little neighborhood kid who just may decide to get involved with our hobby, and in turn help us continue the fine tradition of British car motoring for years to come.

So grab your goggles, and driving gloves, and be sure to top off your dashpots! It's time to have some fun!!

<http://www.britishcarweek.org/>

### *Upcoming events*

**May 14<sup>th</sup>. to 16<sup>th</sup>. Toronto Triumph Club Spring Fling.** This year's weekend event will take us to Trenton, the gateway to the Trent-Severn Waterway. (It seems only fitting, as last year the Triumph club took us to the other end of the system). Trenton is a beautiful little town on the Bay of Quinte, surrounded by picturesque villages and scenic countryside Friday will be a time to relax after the drive and socialize in the hospitality room. The main activities will take place on Saturday with the customary drive and lunchtime car show. Saturday evening there will be a dinner and awards and Sunday holds the promise of yet another funkana. We will be staying at local Holiday Inn and using the motel as a base to get out and tour both the Quinte region as well as the Prince Edward County area. The Holiday Inn has a selection of rooms available, but as always the first to book will get the best selection. Rates have been quoted at \$114.95. (Call Dianna Oliver at 613-394-4855 to make reservations). Accomodations are also available at the Days Inn, 10 Trenton Street, Trenton, 613-392-9291. Rates are \$67-\$72. <http://www.torontotriumph.com/> For information, contact Sandy Bates of the MG Car Club of Toronto or Vic Whitmore of the TTC.

**May 15-16 BEMC Spring Trophy races , vintage grid, Mosport, Ontario, Ron Wanless, 613-359-1013;**

<http://www.varac.ca/>

**May 22<sup>rd</sup>. -23<sup>th</sup>. 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](mailto:pntc48@sympatico.ca)**

**May 29, Antique Car Club Concours, Toys'R'Us, Midland & Hwy #2, Kingston, ON., G. Mack, [countrynook@aol.com](mailto:countrynook@aol.com)**

**May 29-30, Cumberland Heritage Show, Cumberland, ON. , Sarah Ferguson, 247-4755**

**May 30<sup>th</sup> , Hudson British Car Show (2<sup>nd</sup> annual – 200 cars last year)**

**May 30<sup>th</sup> Oxford Mills Car Show, More info. Chris Bryant 613- 989-3046**

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

**June 6<sup>th</sup>. 6<sup>th</sup>. Annual 1000 Island Cruise –In 2004. Gananoque, Ontario , more info, Nick Bowles 613-382-8413,**

[Web-Site](#)

**June 25-27, Varac 25<sup>th</sup>. 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/>**

**For more information or to order tickets, please call 1-800-866-1072 or go online to [www.mosport.com](http://www.mosport.com)**

Advanced Weekend Super Ticket (until June 23) \$25.00, At Gate - \$30.00

**June 27<sup>th</sup>. Ontario Jaguar Owners Association, Concours d'Elegance , Sanctioned competition under Jaguar Clubs of North America rules, Glendon College (York University) 2275 Bayview Avenue (intersection of Lawrence Avenue East), in Toronto Public arrival 11 a.m. - 4 p.m., Judging begins at noon, Admission: Adults \$5; Children \$2, Further info: Jeff Booth, Concours chair and vice-president (905) 825-3123 [jbooth@cogeco.ca](mailto:jbooth@cogeco.ca), Peter Harris, President (416) 233-2677 [rabbear2000@yahoo.com](mailto:rabbear2000@yahoo.com), By of background, we had about 100 cars on the field last year and expect this year to**

also have a display of brand new cars, courtesy of a Toronto dealer. Also, the grounds are gorgeous ... well-treed, elegant, spacious. There is a "steps-away" university cafeteria and other facilities.

**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 11 / 2004, Sunday Afternoon "Cruise & Shop"**, 2004, Merrickville, Ontario, 11 a.m. - 5 p.m. / Blockhouse Park, Main Street West Antiques, Classics & Street Rods  
4 p.m. Parade\Cruise through the Village Special Shopping & Dining Discounts for those who register their pride & joy. 50/50 Draw, Dash Plaques and NO Admission Fee , for info - Bruce (613)269-2299 or [Web-Site](#)

**July 14 - 17, 2004 VTR National Convention**, [www.vtr2004.com](http://www.vtr2004.com) This is the latest in a series of updates highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in Richmond, Virginia. Members of the Richmond Triumph Register, host of VTR 2004, are working hard to make this one of the best VTR conventions ever. Join us in the heart of historic Virginia for what promises to be four fun-filled days. In addition to traditional convention events such as auto crossing, tech sessions and rally's, there will be tours to many Richmond attractions, including historic homes, Civil War battlefields and colonial plantations. Registration forms were mailed a few weeks ago in the spring issue of the Vintage Triumph to all VTR members. Visit [www.vtr2004.com](http://www.vtr2004.com) to download a form or register on-line. Register by June first to qualify for the special early registration rate and receive a free VTR 2004 cap. Rooms are still available at Sheraton Richmond West Hotel, site of this year's convention. Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit [www.sheraton.com](http://www.sheraton.com) for more hotel information. Please make reservations soon if you want to stay at the host hotel, as it is filling up fast. Check [www.vtr2004.com](http://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](mailto:info@vtr2004.com).

**July 15<sup>th</sup>. 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/> for more information please refer to the April issue of the Overdrive.

**July 18 / 2004, Kingston Auto Festival / 2004** ,Lot's of Classes, Dash Plaques, Trophies On the shore of Lake Ontario Adjacent to Old Fort Henry Hwy.#2, Kingston, Ontario / More info - Doug Boufford / 531-5858

**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](#)

**August 1 / 2004, Brockville 1000 Island Auto-Motion / 2004** All Makes and Years of Cars, Trucks, Motorcycles Door Prizes, Dash Plaques, and Trophies Snack Bars, BBQ'S, Boat Cruise's (extra cost)  
Special Events and Demos Block House Island, Brockville, Ontario / More info - Paul Gardiner / (613)926-2743

**Aug TBD Opening of Calabogie Motorsports Park**

**Sept 16<sup>th</sup>. to 19<sup>th</sup>. British Invasion**, Stowe, Vermont, A Four Day Celebration and Salutation to the Great British Motorcar and all manner of other things British, [Online Registration Form](#) you can print and send to us. **British Classic Motor Car Show (People's Choice)** - \$45 per car Registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge or **British Concour d'Elegance (Judged Competition)** - \$55 per car registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge **Registration Fee** includes admission for two for the following events <http://www.britishinvasion.com/numain.html>

**September 17<sup>th</sup>. British Car Day 2002**, Bronte Provincial Park, Oakville, Ontario, More info 416- 410 4882



## ***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](mailto: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](mailto: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](mailto: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](http://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](mailto: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](mailto:hilliardgoldberg@ocdsb.edu.on.ca)

## ***Classified***

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

**Wanted....TR6 storage** (short term/long term) beginning approximately April/2004 and onwards. Must be in the west end of Ottawa/Nepean. Should be secure and covered, in/out access. Residential or commercial. Reasonably priced if you or someone you know can help, please forward any info to Chris Marshall [cmarshal@magma.ca](mailto:cmarshal@magma.ca), Tel. 613-825-2683

### ***For sale:***

Custom car/ATV / utility trailer, 13 feet by 5 feet 10 ". , diamond plate runway, beaver tail, front storage locker, 35 000 pound torsion axles with all electric brakes, D-rings, back-up light, low profile [ 5 feet by 6 feet], ring top, 2.5/75 R15 tires. \$ 3 800. --

Sean Hennessey, 613-830-0121

**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](mailto:pontiacracing@sympatico.ca)

**TR3 A O60** For Sale \$24,500 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@mblink.net](mailto:etage@mblink.net)

**Triumph TR6, 1975**, Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost excee \$ 22 000. Professional estimate \$ 18 00, Make and offer 514 -745-4029 or e-mail [Jpmp1010@hotmail.com](mailto:Jpmp1010@hotmail.com)

**1978 TR7 - 2 Door Coupe**

For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

**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.

**1972 TR6**. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

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).

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