



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June 2004

Letter from the editor

It seems members are using the cool spring weather getting their TR's into shape. At last night's meeting Dean Hummel reported that his TR8 is being fitted with a new engine and he's hoping to soon be on the road again. Mark Russel is also busy with engine work on his TR7.

Paul Langevine had his TR6 painted and is assembling the interior. The Haaspers finished the body work on their GT6, have painted the inside of the body tub and panels and are just about ready to have a base coat/clear coat applied.



Sadly, our good friend John Day sold his TR6. We'll miss him and Lori and will be looking out

for the brown TR which will now grace the roads in North/Eastern Ontario.

Wayne Mercer reported that he found a good source for automotive electrical parts. The company is called Mobile Power Technology, Orville Baptiste, Tel. 728 3861, 949 Gladstone Ave, Ottawa, Ontario.

With the arrival of summer, many events are taking place in the area. Wilf and I will attend the Mosport Vintage races on June 25th, 26th and 27th. Hope to see many of you there.

Cheers, Liv



OVTC Spring Fling in June

June has arrived and with it the urge to drive. The OVTC will hold its first drive of the season this June, 13th. 2004. We'll drive to North Augusta where Bob Thomas and Fran Wright will host a BBQ for everyone. We'll meet at 10 am [to depart at 10.30 am] at the club house at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. The drive will take us to the home of Bob Thomas and Fran Wright, near North Augusta, Ontario. Tel. 613-269-4771

Direction:

Options #1: From Kemptville, take Hwy 43 to Merrickville, turn left on County Road 15 south. Just past North Augusta, turn left (east) on County Road 21, turn left on Klitbo Rd., go to #8274.

Options #2: take 416 south, exit at Spencerville, County Rd 21, go west, past Throoptown, turn right on Klitbo Rd., go to #8274. If you come to the end of 21 at 15, you've missed it.

Options # 3: From Kemptville, take 44 south to Spencerville, then head west on 21 and follow option #2.

For RSVP please contact Don LeBlanc at 613- 820- 8680 , e-mail : dleblanc@businessaccelerators.ca

Letter to the editor

It's alive, it's alive.....said my good friend Victor Frankenstein.

The 3.9 was started today for the first time. I was present to witness the "birth" and my friend Jamie was staff photographer, caught it all on video. The engine was pretty loud, but it was revving at about 3000 rpm, the hood was off and the air filter not on yet. It took about 10 to 12 seconds before it finally turned over. The car was actually in gear at the time. We did not notice right away since the rear wheels were off the ground.

There were also huge clouds of smoke as the paint was burned off the headers. Good thing the garage door was open! Once it ran for a while it settled down to a pretty lumpy idle, mostly because the timing had not been fully adjusted (too far advanced) But nonetheless that idle sounded pretty smooth and sweet. I cannot wait until the timing is fully adjusted and everything is ready! If things go smoothly it will be ready by the weekend. Thanks to Woody with his encyclopedic knowledge of TR8 electrical systems. It turns out the system was not properly wired by either the PO or another mechanic. A couple of calls to Woody put that right.

Will keep you all posted on status. Might wind up taking the run to Hudson on Sunday if I get the car (about 350 Km round trip.)

Cheers,

Dean Hummel

Hi Liv,

We won.....we won....

Salzburg ring, 2004 category up to 1600 ccm,

Race 1: Herby Senn, Triumph Spitfire

Race 2: Herby Senn, Triumph Spitfire

All of the hard work over the winter finally paid off. We still need to work on fuel pressure. It's a bit high in idle.

But, other than that, our baby goes like hot air pressure.



Greetings from Switzerland.

Dani Senn.

Membership renewals are due again. As always, the cost for the 2004/05 seasons is \$ 30.--. Please contact Vivien Kaye.

Just for fun

Triumph races at Rockingham Motor Way in England.



Mark Hadfield spin off his own oil slick and went into the wall, the TR8 also dropped some oil and spun into the gravel.



Pictures by James Carruthers

New members

Please welcome new member Dan Bergeron who just purchased a 1976 Spitfire. Nice to have you in our midst.

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

By now, we are trying to tame the beast from some distance. After all, it can hardly get worse. Our tour guide, Denis, is called in the house by his wife. My friend, the Spitfire pilot and I take the risk of getting back into the garage to have a second look at the ruins of the sleeping beauty. With our expectations levelled down, we look under the hood (oops ! bonnet) and notice that the fenders and the nose fascia are held together with duck tape. There is actually an engine, a radiator, miles of running away wires and hoses and what looks like a dead cat in the engine bay. Maybe it is the wig of the guy who tried to turn the car into a pick-up truck... The boxes are next into our investigation. I feel like being at the Stittsville flea market, lots of interesting pieces I have no idea about. We then spot two front bumpers in the corner, an engine block and a transmission under the workbench, there were indeed two cars as he told me over the phone.

Denis must have been a good 20 minutes in the house by now. A ten years old boy runs through the garage and jumps both feet on the hood that we just put on the ground to check the engine bay. Not only Denis has a short sentenced daughter, his son is a mini Tasmania devil. Denis finally comes back, determined to convince both of us that it is a great project that he would rather complete himself, but. I then conclude that the "but" means that his wife just gave him a lecture on the sleeping beauty and that he better clean the garage and the backyard. According to Denis, a few guys phoned and one actually paid him a visit. I am tempted to ask him how long the guy spent in the garage, just for fun. As agreed with my friend who confirmed the "potential" of the now "basket case", I make the move and offer \$900, towing

included. He agrees on the spot, with kind of a relief grim on his face. We close the deal with a small cash advance, he writes me a receipt and we make arrangements for delivery for the next week-end.

There was a lot of excitement at home about getting a “classic” car in our garage this very week-end. I showed pictures of TR3As around and spent a fair amount of time on Triumph websites that week. After making arrangement for towing, my wife even offered to give me the \$900 for the “cars”, without even seeing it. The deal was that I would thereafter pay for the “restoration”. I was about to start a father and kids restoration with financial support from my dear wife, cannot be better !

It is sunny Saturday morning and the tow truck is on time. Denis is smiling at the end of his driveway. My son and I are looking forward to load the cars and the boxes. The tow truck driver is all but excited, especially when we explain how we will stack the cars on top of each other in order to save a trip ! He is not amused and certainly not helpful at all. Denis fills the tires of the sleeping beauty’s “rolling chassis” and it slowly takes the center stage on the tow platform, so far so good. The tub and frame sit on a huge steel table on casters that I managed to include in the deal. We pull it out of the backyard and painfully stack it over the other one. Remember, there is nothing but a bare frame behind the dash of it. The driver is ready to strap down the “package” but we insist on loading the table and some boxes ! The guy is quite aggravated by now, a good hour went by so far, and he tells us that he will go for a coffee and meet us at my place. We do not argue and let him go.

It will take another hour to empty the garage, the attic and the shed. My minivan and the big trailer are now full of stuff and we head home. I can still remember the look on Denis’ face when we pulled out of the driveway and his wife trying to hide behind the curtains. I never saw the guy after but I am sure he is living a better life by now!

We manage to make it home shortly before the tow truck and park the minivan and the trailer, carefully covered with a blue tarp, upstreet. The tow truck finally pulls in our dead end street while the neighbors are too busy cutting their lawn to notice it. As soon the truck slows down in front of our house, the lawnmowers become silent and their operators horrified. There must be an error, this is a residential area and nobody operates a junkyard around. My son and I are there, like the kings of the road, waving at the tow truck, full smile on. By now, my wife and daughter are standing on the porch. They never saw the “cars” before and maybe they had created their own image of it. They spent no more than two minutes out there and crawled back in the house. The unloading was quite brutal, it must be the caffeine effect on the driver !

There is a mix of curiosity and fear among the lawnmower gang. My son and I manage to “hide” everything in the garage before they call city hall. We take a short break in the garage, doors closed, to figure out a strategy before we get in the house and meet the girls.

I may have to reimburse the \$900, resell the “sleeping beauty” or move out...

To be continued... or not !....?....:-)

The Fly and the Bee

By Liv Haasper



An e-mail arrived in July “To the Fly from the Bee. Are you coming down to the TRF summer party next month?” Wilf and I had been debating to drive to this event, but declined. We had too many other commitments and couldn’t make it. It would have been nice to meet up with the person behind the Rumble Bee garage and his little dog Toto. We had been e-mailing back and forth for a while and knew each other well. Disappointment on the other end made me send the invitation “Why don’t you drive up here to Ottawa after the party and stay for a few days. We’d love to meet and see your car.” It didn’t take Otto Kemp long to make up his mind and plans were made for a get-together. The work to get his 72 GT6 and the little trailer, the Express, ready for the long trip began. Everything seemed to brake down at the last minute. He encountered electrical problems, the overdrive wasn’t working properly, and the trailer needed a paint job and some detailing. The day

before departure, the car still wasn't running right. Luckily a friend, Jamie Palmer, came to the rescue. It seemed, the count down was on.



Deciding that he wanted to drive back roads only to experience the true flavour of the country and the fun of Triumphs in action, Otto's trip took him through the beautiful hills of Virginia and into the State of Pennsylvania. Armagh, home of the Roadster Factory party, the event he'd been waiting to participate in, was his first destination. The weather forecast was not favourable. The area was experiencing severe thunder and rain storms. Luckily, the Flamingo group Otto was camping with, had the foresight of renting a large tent and everyone gathered under it for the three days of periodic down pours. Nothing can bring Triumph owners to their knees. They're known to deal with emergencies of different kinds, and therefore the party was enjoyed by all, regardless of the mud field the grassy field had turned into. Life was happy at the mucka-macka lane at

the Flamingo compound. Shoes were an option, wading through mud became a sport of some sort, but Wilf and I were worried about our good friend surviving the down pour in a small tent. We should have known better. Word arrived by e-mail from some North American Spitfire Squadron [NASS] friends that the Rumble - Bee and crew was living it up and they'd soon be on their way north to Ottawa.

A day later, this proved to be so, when the roar of the Monza exhaust invaded the quiet country side that is our home and, unmistakably, minutes later, smiling Nass member Kemp and his adorable little dog Toto extracted themselves from the cramped interior of the Rumble Bee. Without further incidents of car trouble, under the sunny blue sky of Ontario, they had found our place. Laughter, hugs, and news were exchanged, and then it was off into the garage to inspect the Triumphs. The Firefly had finally met the Rumble Bee. There was some driving to be done and engines to be compared. The day wasn't long enough for Triumph discussions. Forget about sleep that night. We talked until the early morning hours, sitting on the deck under star lights. There's something to be said about Nassers meeting other Nassers. The talk of their hobbies never stop, there is instant camaraderie and a match of personalities to be found. This became obvious from the start. The "Canadian Wing nuts" had found their match.

Next day, Otto was dying for a drive in my Spit and I was eager to show him the car and our area. So, we drove off on explorations. It was fun. The Fly just rolled along happily. Two Nassers doing what they like best, showing off their car and driving. "Is this all she can do?" I heard Otto yelling over the roar of the exhaust and the beating of latin drums.?" Well, we do have speed limits in Ontario and the cops are always awaiting, somewhere in ambush..... We drove for hours, the heat of the summer sun beating down on us, turning into crispy fried specials."I'll have two crispies please in a basket of melting black vinyl!!!" It didn't matter. This is what we were waiting for.

Next day, I had a special drive to the northern cottage area in mind. I knew the road well, hilly and winding; it took us to our cabin on the river. This time, driving in formation was the call. "Hey, chase the Fly", I called out to the Bee". And she did. Over hills and through valleys, I in the lead, running from the Sting of the Bee. We spent the day lazy by the water until we had to head home. The chase was on again. Nothing beats two Triumphs together, testing who can go faster, squealing tires, noisy exhaust, laughing drivers having a blast. When we got home, we found Wilf already waiting. He informed us of the black out in Eastern North America. "I know you don't want me to go home so soon", Otto exclaimed, "but did you have to go this far to shot the power off?" Well, I'd do anything to keep on driving and having fun. Someone up there was on my side. "Hear a roar?" Otto questioned, he had a leak in the exhaust system that needed to be repaired. The car sounded like a NASCAR racer. With the power back on, the next day Wilf and Otto did a MASH [Mobile Army Of Spitfire Helper] rescue and spend the day in the garage playing.

When the problem was repaired, another drive was called for. I was driving with Otto in the Bee while Wilf was following with the Firefly. At a red light the opportunity knocked." Hey Wilf, want to drag race" Otto called out. Wilf looked at Otto, pondering the issue and, to Otto's surprise, suddenly pulled out, took the GT6 in a jump start and cut right in front of him. We never did see the grin on Wilf's face, he was gone in a flash, but we looked at each other, burst out laughing and took on the chase. We eventually caught up with the Fly, the 6cylinder did come in handy. On the way back, nothing could hold me back to take the wheel of the GT6. I've always wanted to fly like a Bee. Hmmm synchronized gears.....pleasant enough.....hmmm.... something happens when I step on the gas.hmmm.....is this 4000 RPMs.....no don't have my glasses on, this is almost 5000hmmm..... the Fly is way

behind.....the passenger is wearing a frozen grin.....the world is flying by.. Fast little Triumph. We get to our destination rather fast. The Fly is huffing in behind us. “ Livi.....!!” my husband shouts, “don’t ever tell me to stick to the speed limit again, did you know how fast you were going?” “Never gave it a thought, dear.....” I know one thing for sure. I need to get my “Sparky” finished soon.

Time flies when you’re having fun. Otto, Toto and the Bee eventually had to leave. I did try to con them into extra time, I really tried. The pull of the resto pad of Paul Teglers was stronger than my pleading. The last thing I saw was a yellow flick of polished metal disappearing in a cloud of dust. I debated to chase them one more time but knew he had that 6 cylinder under the bonnet. I gave up on the idea, but I know in the near future I’ll travel the southern route so the Fly can visit the Bee.

Upcoming events

June 13th. 2004, OVTC Spring fling, drive from the club house at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meet at 10 am to depart at 10.30 am. The drive will take us to the home of Bob Thomas and Fran Wright, near North Augusta, Ontario.

June 20th. Antique Auto Show / AACO / 2004 Billings Estate, Ottawa / June 20 / 2004
More info - Andre Audette / (613) 782-7277

June 20th. Ottawa Italian Car Parade / 2004 Preston Street, Ottawa / June 20 / 2004, info Delio / (613) 234-5925

June 22, 2004, OVTC meeting

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 1, 2004Canada Day Car Show / 2004, Conservation park, Napanee, ONT., July 1 / 2004,
More info - PJ McCaffery / (613)354-2727

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 Plagues and NO Admission Fee , for info - Bruce (613)269-2299 or [Web-Site](#)

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 17 -18th. Summer Time Auto Festival / 200, All Makes and Years, Door Prizes, Dash Plaques, and Trophies, Equestrian Park, Nepean, Ont. / July 17-18 / 2004, More info - Larry Way / (613) 446-4717

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 18th. 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 / July 18 / 2004, 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](#)

July 27, 2004 OVTC meeting

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

August 15th. Upper Canada Village / 2004, Transportation Day / All Types of Vehicles, Morrisburg, Ont. / August 15 / 2004, Sponsored by the Cornwall Olde Car Club. More info - M. Lemieux / (613)931-2087

Aug TBD Opening of Calabogie Motorsports Park

August, 24, 2004 OVTC meeting

September 10 -12, Watkin's Glen Vintage Grand Prix. Be sure to catch all of the racing excitements, beginning Friday with the Grand Prix festival, which presents a full day of activities, beginning at noon and continues with wine tastings and parade laps, Concours d' Elegance, judging and awards ceremonies. Don't miss the Grand Prix re-enactment, as vintage race cars to the streets of Watkins Glen for two laps of the original 1948-52 racing circuit. Tickets for the weekend, USD 40.—camping not included. <http://dbserver.iscmotorsports.com/TheGlen/index.cfm>

Sept 16th. to 19th. 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>

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...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, Tel. 613-825-2683

TR3 wheel wanted. Please call Wayne Mercer at 613-792-1252

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

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

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

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).

1975 TRIUMPH TR6 (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details , info etc (please leave message, name, phone #).

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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