



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*October 2004*



*The Ottawa Valley Triumph Club 2004 fall tour*

## *Letter from the editor*

### *The Spirit of Spitfires*

Well, it's about time that something is said about the people who help others in an unselfish way. Yesterday, I was the lucky recipient and on the receiving end of such gift.

On the last day of the Vintage races at Watkin's Glen, on our way back to the State Park, we heard a clacka de clack [ not clicky de clack, but a very insistent clack de clack.....:-) ] under the Spit, from the direction of the transmission. The noise kept getting worse and we were lucky to make it back to the camp site. Members of the OVTC heard us coming from far away. There's was no question we had some serious trouble on our hands. An inspection revealed that we were not simply facing a worn u-joint or a loose bolt of some sort. It looked like we were dealing with some internal gear box problems and Wilf's evaluation turned out to be correct. Coming home, we removed the gear box of our 67 Mk3 Spitfire and discovered that the lay gear showed some damage, the bushing of the lay gear was literally crushed and worn out, and some of the lay gears were also in bad shape.

"Ahh".. we said," now is the time to check out the gear box out of the parts car and see what we have". Disassembly of the old Spit began. Well, it turned out, this gear box was in slightly better shape, but still not usable. It also showed some serious damage. What to do but to log onto the Spitfire mailing list to ask for help from the Spitfire community. An e-mail arrived from someone informing me that he had many different Spitfire gear parts and this person was willing to sell them

to me cheap. I couldn't have been happier, until he changed his mind rather quickly, telling me "sorry, the gear parts are all GT6 and will not fit your gear box"...sigh..



This is where my Triumph 'angel' stepped in. He was sent to me in form of OVTC member Roly Mailloux. He simply e-mailed me saying... "Liv, I have a spare gear box here, an early model, if you can use it come and get it, it's for free"....

I was speechless. It's not very often that help is offered to me. "I'll pay for it, thank you", I mailed back to Roly..."Yes, yes, I need this gear box. I want to drive this fall season. I want to take part in the OVTC fall tour and eat cake at Louis' house, I need my car back". I tried to convince Roly to, please, let me pay for this transmission which meant so much to me. He insisted: "Don't make a big thing out of this, Liv". Wilf told me that Roly had commented to him "Louis Boucher has such a nice fall tour organized. I want you

guys to be able to drive it'.

Two days ago we installed Roly's transmission and the Fly is finally back on the road again, just in time to enjoy this wonderful fall weather. Driving through the changing colour of leaves while behind the wheel of my beloved Spitfire, I was reminded that there are angels on earth, walking beside us every day. Some are driving Spitfires. I just didn't know they look like Santa Claus...☺. Thank you again, Roly Mailloux.

Cheers Liv



### ***Welcome new members***

A cheerful 'welcome from the group' is extended to Patrick Joynt who is driving a 76 TR6 and also Mark Westenberger. Nice to have you both with us.

### ***Letter from the president***

You had to be there!! The route was something around 250 km on mostly winding roads for some fun driving. Sandwiched between a rainy Saturday and a wet Monday, Louis managed to pick a beautiful Sunday for a top down drive through the Gatineau Hills up to Buckingham and back to his lovely home afterwards for a BBQ. Thanks Louis for all of your efforts to organize a fantastic event to end the club organized driving season. We have a good description of the event and some pictures elsewhere in the newsletter and there are lots more pictures on the club website.



On September 13, I was invited to the Jaguar club monthly meeting to speak to their membership about the idea of greater inter-club cooperation in general, with the specific goal of an all British car show in 2005. Together with Alan Graves of the Jaguar club, we presented the proposal and the Jaguar club president asked for a show of hands to see how much support there was for this kind of thing. It was virtually 100% support amongst the 40 or so members present. We subsequently held a successful Triumph – Jaguar event on September 14. The event consisted of a coordinated arrival and parking of the TRs and Jags together at the Hazeldean Mall cruise night, followed by a short drive in the country, ending at the Cheshire Cat pub, where we were enthusiastically welcomed by the pub management. We had the entire room on the second floor to ourselves, where we had dinner together with lots of interesting conversation and sharing of stories with the Jaguar club members. This event was well supported by both clubs and was a great incentive to plan more inter-club driving events in the future.

Building on the success of this Triumph-Jaguar event, we continued our efforts to contact the other clubs to begin planning something for 2005. On October 6, a group of us met to discuss inter-club cooperation and discuss the goal of planning an event for next year. We had participation from the Jaguar, MG, Triumph, Morgan and Austin-Healey clubs at this meeting. Some of the other clubs who had been invited were unable to make it, but will hopefully be able to join us at the next one. I am very happy to report that the clubs who participated have collectively agreed to work together to begin planning an all-British car day for 2005. We are interested in working towards more inter-club driving events as well, since that is the real fun for most of us, but holding an all-British show here in Ottawa, that will be open to the public, is a good way to showcase our hobby to a wider audience. The show has tentatively been named the ABCD event (All British Car Day – thanks Alan). Details on the plan will emerge over the coming weeks, but we are moving ahead with this. The first challenge is for us to confirm a venue and a date, and people are working on this already. A second meeting will be held in a few weeks to start nailing down the details and focusing the efforts.

As mentioned last month, we are planning to conduct a poll of the OVTC membership to understand better what types of activities people would like to have during the winter season and planned for next year's driving season. Look out for this in your email or on the club website.

Also, we are heading into the executive elections in November, so please start thinking about how you can get involved in the club heading into 2005. It is a great opportunity and very rewarding for people to get involved in the club and help it continue growing and evolving into something that meets the needs of the members.

Don LeBlanc

## ***Letter to the editor***

### ***The misbehaving Red Head***

Hi Liv;

Just got back from Bronte. Toronto Triumph Club, British Car day. Drove to Burlington on Friday. Had a bit of trouble around Markham. Engine started running real rough and lost some power. Thought it might be a blown valve. Anyways, I managed to make it to my sister's place in Burlington and the next day discovered that a wire had popped out of the distributor cap so I had only been running on 3 cylinders instead of 4. Had a wonderful weekend - weather was great - and Sunday turned out more than 1200 British Cars. I also saw a Canary Yellow Bugatti in the Vendors parking lot. Will send pictures later when I get them developed. What a spectacular site. The return trip was uneventful. Just a bit of pinging from that lousy Ultramar (I was desperate) gas I filled up with. I stopped at the first Sunoco and topped up and the pinging soon went away. Now, if I could only figure out what that ticking sound is coming from the dash. Hope it's not my speedo cable busting up.

You may want to use the following in the next Newsletter. Overhead at British Car Day 2004 in Bronte while I was checking out the Austin Healey's: "Are VENDORS nice cars?" Yeah - it was a blonde!!!

Cheers, Roly Mailloux

Hi Liv,

As for the Fall Run we had a terrific turnout - I believe we counted a total of 19 cars. The Spit and I got off to a great start but unfortunately at about the 50 km point when we stopped to let the stragglers catch up my engine refused to rev properly. Looks like a carburetor overhaul - maybe a sticky throttle. I did manage to get back home OK. Only stalled a couple of times notably in the middle of the Sussex/ Rideau intersection just as I was crossing Rideau to get on Col. By I had to get out and push myself over to the side of the road opposite the Convention Centre. Thanks to the owner of the white TR8 (sorry I've forgotten his name) who offered to follow me back to Ottawa until he knew I was going to be able to make it home on my own and all the others who stopped to try and help me in my hour of need.

Cheers, Roly

Hi Liv,

Took the vacuum advance off the distributor this am and the spring looks good. As I was putting things back together I noticed the tach wire connection was broken. Made the necessary repair and adjusted the points and voila it's running OK again. So in the end it was a combination of the broken tach wire and not enough oil in my dash pot. Have to go for a run this afternoon to really check it out and make sure all is in Ordnung again.

Cheers, Roly Mailloux

*Watkins Glen,  
The light and the dark side of vintage racing  
By Liv Haasper*



It didn't look like the weather was going to co-operate. The remnants of hurricane Frances were pounding the New York country side with torrential rain, winds and flood warning had been issued for the region. Was there any sense in driving into this weather front for the Watkins Glen Vintage Grand Prix? My friends were sending me radar pictures of the storm and encouraging me "hang in there, the system will be out of the area by Friday". And so it was.

Passing through the toll gates of the NY through way, the sun peeked out from behind a swirly formation of clouds and illuminated a familiar Ontario car in front of us. It was Jeff, Cheryl, and Alan Patterson, also on their way south. We arrived at the State Park together with Ed and Viv Kaye and found some OVTC members already waiting for the slow folks from hometown Ottawa. The brave bunch, Shawn and Elaine Hennessy and Bob Thomas and Fran Wright, had battled out the storm in the Watkins Glen State Park. Later on, we also noticed the tent of Gord Robertson. It seemed, nothing could hold the OVTC gang back from this weekend of fun. Wilf and I were anxiously awaiting the arrival of our good friends George and Lee Parker of Virginia.

Our first adventure took us down town to busy Franklin Street where they usual festival Friday- fun activities were on the agenda. The 'gorge' parking lot was filled with beautifully restored Vintage cars of all makes. Immediately, we spotted an old acquaintance, Rich Hurley, a fellow GT6 owner and restorer, with his beautiful white Mk1 GT6. We uhhed and ahhhed over some gorgeous MG's , Corvettes and other makes. Unfortunately, not many Triumphs attended the Concourse de' elegance. MG was the feature make of these years' festivities and there were many of those to be admired. Behind us, the cars of the Knapp and Glenora wine tour noisily made their way



along Franklin street and were greeted with waves and shouts of the public. Oh.... Surprise! ... Ed and Viv were also passing by in their TR4. Too quick, too fast, too late for pictures!!.....Before we realized it, someone waved them over to the side of the road. They had somehow, unintentionally but sheepishly, snuck into the queue of touring, wine- laden roadsters and were without the costly \$ 40.—'daisy-look- alike' sticker on their wind screens..... Caught in the act.... ✍ From the courthouse Dixie rhythms were drifting across the crowds of busy racing fans. Now, the concourse cars were driving their parade lap. I stepped out in front of Rich's GT6 to snap a picture. We spotted the festival's publicity poster

and search was on for a copy. We found the last one in a small store and begged for clerk mercy to sell it to us. Soon it was back to the camp ground for supper and a check up on the gang.



At 5 pm the re-enactment of the early race was scheduled, the drive through town by the old and beautifully restored race cars, following the route of the original race track. This long awaited event of the season was the highlight of the day. To observe the drive, OVTC club met at our usual corner, a strip of grass, just below the State park. Honouring the MG make, many of those beautiful old racers were attending this years Festival. It was a treat to watch them pass by, owners, their family and friends crammed into the cars, waving at the happy crowd that was lining the streets. I was busy with my camera until an old race car rolled to a stop beside us. It was experiencing an overheating problem and the driver decided to wait things out. The owner informed us that the car had been built in 1932 and was called the grey mare. The next day we watched it race in its class, fast and steady.

Franklin Street had been closed off for the festivities and, after the re-enactment, we mingled with the crowd and enjoyed rock and roll and dancing in the street to the beat of the hottest band in town. The band was positioned high on a balcony, above a bar, and the crowds were alive and swaying to the music in the street below. Not a person was able to stand still and no one wanted to leave to watch the fire works below the gorge. Friday night came to an end much too soon.

Saturday arrived with blue skies. Let the races begin. Early in the morning, we made our way over to the international race track where we met some of our friends who are racing Spitfires. Checking out the paddock area, we came across Donnie Sopp who had the engine of his Mk3 Spit torn apart and was just installing new pistons. He was happy to see us and didn't seem to worry about the impending classifying races..... He was calmly dealing with the problem on hand, trying to put the engine together again. "I'll race this afternoon, don't worry" he called out to Russ Moore who was bending over the mess of components, pushing the pistons into place. Donn then disappeared under the Spitfire in the all-so familiar fashion....:-) The usual Triumph race cars and drivers were all present, many familiar faces smiled at us in a friendly way. Everyone was enjoying the weekend and people were glad that hurricane Frances had been kind enough to pass through the area before the weekend and spill its destructive forces on other parts of the continent.

For the best viewing of the races, we took up position on the entrance of the boot. Armed with coolers and photographic equipment, we spent the afternoon watching the different groups burn rubber on their way down the steep hill, shifting down in approach to the difficult 'toe' section of the boot, sliding into a sharp right hand turn, then screaming up-hill under full power from the bottom turn, running towards a right hand curve on the heel.....gone out of sight from this angle. We could only hear the scream of the engine in the distance and we knew that in a few minutes they'd be repeating this process in the fight for the lead. This was Watkins Glen vintage racing at its very best.



Triumphs were classified as:

Group 1: Recognized small displacement sports cars and sedans in production prior to 1973 . Select G and H-modified and D Sports racers displacing less than 1100 cc. Formula Vee, Formula 500, front engine F/jr. other cars by invitation.  
Example: Sprite, Midget, Mini Cooper, Triumph Spitfire, Alfa Romeo, MGA MG TC, MG TD, Fiat. Lotus 7

And Group 3: Recognised series-produced sports cars and sedans in production prior to 1972. Production-based sports cars and sedans in production prior to 1972.

Examples: MGB, Triumph TR-3 and 4 Austin Healy, Porsche 356, Morgan, Sunbeam.....etc...

Saturday's qualifying races, as always, were as exciting to watch. Several spin –off's took place near our viewing area. All went well that afternoon until the last race of the day, Group 2, Formula cars conforming to the Monoposto racing rules and regulations. This included Formula Ford cars.

As the race cars of this group were screaming by us it was clear to see that this was going to be a very fast race. Remembering the spills in this particular corner of the track, I suddenly sensed with a very strong gut feeling that this race may not end up on a good note. This deep gut feeling was confirmed a few minutes later when a Formula Ford [very little body panels, a racer, consisting of mostly frame and suspension, etc.]... in approach to the left hand turn, came over the hill, hot and heavy. Suddenly, he lost control, swerved back and forth a few times and, aiming straight for my viewing position, slammed into the tire studded guard rail with a heavy thud right in front of me. I held my breath hoping the driver would get out of the car, but I only saw his head move and his right hand flopping back and forth. Right there and then, I knew it was bad.



The marshals were the first ones to arrive, a fire had started in the crashed vehicle, the fire truck arrived, the race track was immediately black flagged and the speakers went silent. Within minutes, every official, fire trucks, ambulance, police.... was present and working feverishly to save the driver. It looked serious. The accident scene was tarped from view to us, the spectators. From behind the guard rail 10 people were pulling the tires away from the car. The driver had imbedded himself into those tires. The rescue crew worked for an hour to free him. We feared the worst and didn't know the condition of the man. Finally, to everyone's relief, the driver was freed and driven to the waiting helicopter, prayers and good wishes sent with him by everyone. Racing was cancelled for the day. We later found out that the injured driver was in critical but stable condition with both legs broken and other injuries... When the

tow truck lifted the car away from the scene of the accident it was clear to see that the suspension was a mangled mess of suspension parts.

This serious incident brought home the realization of the dark side of racing. It reminded us that driving older, vintage racers still holds its risk in the game of speed and distance.

We silently drove to the paddock area to find out if our friends had heard any news about the incidence. A wine and cheese party was being held. No one was aware of the incident. Talking with our friends about the accident was somewhat comforting. They commented on the knowledge and acceptance of the risks one takes and the fun of racing, regardless of this fact.

Sunday, the track was back to its normal busy activities of racing and repairing cars.

It was a hot day and we were sitting in the bleachers roasting in the sun and watching Bobby Rahal blast by, taking the checked flag. This day's race was a tribute to the famous racer and watching him drive and win his class showed us why this was so. We watched the MG races and marvelled at the old MG TC's and TD's battle for the quest to win. We enjoyed the slicks and wings taking their chances, sliding around the sharp apexes and blasting by at top speed in the straights. And, finally, at the end of the long day, we watched the Triumphs in their glory, driven by some of our friends as the last group of the day, waving to us on their victory lap... a proper ending to the wonderful weekend at the Glen. Thumbs up, my friends, to a job well done.

We'll be back, you can be on it. Liv

## *The 2004 OVTC Fall Tour; a jinxed day for Spitfires.*

*By Tim Dyer*

A séance is required! How can we dispense of this dreaded jinx that has afflicted the club's Spitfires?

It will be the TR3's turn next year, no doubt. Three Spitfires suffered faults that affected their participation in this year's fabulous event. Wilf and Liv's differential failed en route to the starting point, Roly suffered from fuel problems near Wakefield and Dave and Elaine MacNaughton's oil pressure 'too late' light came on, giving a worrying time for a while (I guess it was just the sender, though). I thought only Messerschmitts attacked Spitfires, but clearly there's a jinx out there that's getting them too.



There was, however, something very special about this event. I noticed that the chill in the air somehow seemed to encourage people to keep their tops down, even the GT6 (just kidding!). I've only participated in this event once before (two years ago). It was a dry and sunny day then too, but the temperature was warmer. However, a much larger percentage of participants kept their tops up on that occasion. Perhaps the enthusiasm for our special vehicles is running deeper. Or perhaps it's the need for invigoration. Regardless, it was refreshing, in much more than one way, to see such a large percentage of owners going topless. Juliano wasn't feeling well, so we excused him for keeping his top up. Of the twenty cars that participated, there were only a couple of others that failed to drive in the spirit in which these cars were intended. As long as they do better next time, we might just forgive them.

We departed the Ottawa River Parkway at Louis' usual idea of "10:30 sharp" (i.e., about 11:15!) and weaved our way through the Gatineau Park. It was nice to see so many cyclists out, but we seemed to be constantly held up by a swarm of slow-moving minivans that were determined to split up the group. They succeeded, but we all met up eventually.

The first break was brief but welcome and Louis came up with a great idea to get everyone back into their vehicles at the end of a break: He started blowing the horn. I was most surprised to hear it, as mine doesn't work. Anyway, once Captain Hornblower had managed to get everyone back in their cars, we continued on our journey through pleasant roads and, generally, in a less split-up pack.

The next stop was near Wakefield, right after Roly ran into fuel problems and had to limp home with a TR8 support vehicle. We missed you, Roly! The Wakefield stop was a very pleasant place to take a break. Ironically, this was a much more practical place to stop for lunch because there were no restaurants nearby. This may sound strange, but Louis had forewarned us to pack a lunch. The parking lot near the covered bridge was fully equipped with picnic tables and an imaginary toilet that had been disassembled the day before, no doubt to add interest to our event. We were then visited by a rogue Mercedes; a beautiful 1953 300S four door cabriolet. I believe it was to be the wedding car for a wedding ceremony and reception that was taking place inside the covered bridge. We had lots of time to socialize before Captain Hornblower did his thing again. There followed a LeMans start into the cars and we were then participating in some longer distances between instructions. The weather was still co-operating, but it did seem to be getting cooler. Suddenly, DIRT ROAD! WHAT??? Louis had told us there was no dirt on the route, but the local authorities had decided to rip up some tarmac, just to confuse the enemy. Mike and Marjorie Graham caught a stone chip on their windshield from an oncoming inconsiderate van driver and the rest of us got dust. After that, the pack seemed to split up a bit, some preferring a more sedate speed while others seemed intent on meeting some Quebec Police Officers, had they been hiding somewhere.

We all met up again at a great parking spot in Buckingham. Some of us crept off to a restaurant for hot drinks (yeah, the temperature was getting to us!). Upon our return, Captain Hornblower seemed understandably anxious to depart, so we started making our way through the town. Still within Buckingham, Dave and Elaine MacNaughton suddenly pulled over with the oil pressure 'too late' light illuminated (you MUST get a gauge, Dave!). There was lots of oil on the dipstick, it didn't seem foamy and the car was sounding good, so we came to the conclusion that it was the sender unit. The pack continued on, terrorizing the remnants of Buckingham and its residents.

Immediately after Buckingham, it became clear that Louis had planned for us to be on some superb roads. These were fast, twisty, hilly roads with fabulous views over lakes and forests. We just could not have hoped for better driving; I had no idea that such roads existed so close to Ottawa. Jason and I decided we were going to keep the directions and map for a later date, when we could visit those roads again. As you've probably gathered, this was my favourite part of the event. My excitement was amplified by the fact that we were behind a TR250 and in my mirror were three TR3's, a TR4 and Jeff's TR8, all driving in an enterprising manner, if you see what I mean. Thanks, Jeff, for bringing the TR8 and leaving the Cruiser at work!



At each stop, Captain Hornblower had been handing out one card each from a pack of playing cards and we were told this had something to do with poker. Jason's quite the poker player and soon informed me that, if this game was indeed even remotely associated with poker, then our chances were hopeless. It didn't matter; the roads were great, the cars were running well and it was clear we were putting smiles on the faces of all the people we saw en route. It's a good feeling to make people happy and this added enormously to the enjoyment.

After even more fabulous roads and beautiful scenery, we arrived back at Louis' house for the barbecue. The food, as before, was excellent and the company superb. There were no leftovers because Paul Beard's dog ate everything in sight. Besides, there were teenagers present. I'm sorry to say that I can't remember who won the Poker prize, because they had already left. However, Captain Hornblower had fabricated a most intriguing and imaginative trophy. It's made out of several Triumph components, unfortunately contaminated with some MG parts too, and is in the style of an avant garde, abstract iteration of a human being. We didn't know you were an artist, too, Louis! Perhaps you should approach the National Gallery with that trophy and see what they say??? Regardless, the trophy was awarded and it was decided it would pass on each year to whoever deserved such a prize at the end of each annual Fall OVTC drive.

We all left Louis' house with temperatures plummeting and a few less-hardy members putting up their convertible tops. Jason and I returned home refreshed, happy and eager for whatever the week will bring because of this superb event. Many, many thanks to Louis for a super time. The time and effort you put into this every year is greatly appreciated. It wasn't the same without Liv and Wilf; we missed having Roly in the rest of the tour and we're sorry we didn't meet the folks in the white TR8. However, perhaps things will be better next year, when the TR3's are breaking down! Louis made the point that all of the club's TR3's participated in this event, with one exception. Being biased, I think that's quite an achievement.

In the meantime, I've had a word with Madame X about getting rid of this Spitfire jinx. She says we need to assemble all Spitfire and GT6 OVTC cars (for the jinx can spread to GT6's). The owners then need to run around the cars in a clockwise direction, shouting "Camber Compensators Cure Colossal Collisions". One must then bow to the God of leaky soft-tops, the Prince of Darkness and the Oil Leak Fairy before the jinx will dissipate.

Tim





## ***Targa Newfoundland***

### ***Third Annual Edition***

By [Marc Lachapelle](#)

*Copied from the Sympatico web site*

Bill Arnold and Tamara Hull won the 3rd Targa Newfoundland, a mere second ahead of fellow Californians Roy Hopkins and Adrienne Hughes, after 5 full days of competition and 500 km of flat-out special stages.

The proud island and province of Newfoundland hosted the third annual edition of 'Targa Newfoundland' from September 11 to 19. This international 'tarmac rally' brings together historic, classic and modern cars for more than 2,100 kilometres of driving - and in more than 500 kilometres of timed special stages - over some of the country's most challenging and scenic twisty roads.

### **Record Entries in Both Competitions**

This year's event drew a record 87 entries, which included 12 Porsches, five Mustangs, four Mini Coopers of all vintages, but also entries as diverse as a Caterham Super 7, a 1948 MG-TC, a 1957 Jaguar XK-140, a 1953 Austin-Healey 100, a 1960 Alfa Romeo Giulietta Sprint, a 1963 Chevrolet Impala, a 1989 Darrin T9, a 1977 Citroën CX and a 2003 Chevrolet SSR.

Competitors again came from places as far-flung as Australia, Bermuda, New Zealand, Holland, the U.K. and the U.S. Not to mention that teams from across Canada, including British Columbia, have again flocked to The Rock for this classic -in-the-making.

They were again split between two distinct competitions: Targa and Touring (47 to 40 entries). The former is dedicated to speed and performance. It is contested by street-legal cars with full race and safety preparation, split among four different classes: Historic (1900-1946), Classic (1947-1976), Modern (1977 +) and Panamericana (1900 +).

The Touring competition can be entered with any street-legal vehicle built since 1900 and is a Time-Speed-Distance event that rewards precision in both driving and navigation. There are no all-out speed stages in Touring

### **Epic Battles in Targa**

This year again, it came down to the very last special stage of the last leg, and the overall win, in the full-out Targa competition, was decided by a single second, after some 500 kilometres of timed, flat-out driving in special closed-off stages.

When driver Bill Arnold and his co-driver (and spouse) Tamara Hull tripped the timing device at the end of the 37th and ultimate stage in St-John's, in their quick and bullet-proof 1972 BMW Bavaria sedan, they had a microscopic one second advantage over fellow Americans Roy Hopkins and Adrienne Hughes, in another BMW, this time a 1989 M3.

Arnold and Hull also finished first in the Classic division, by a handful of seconds, quite literally. They had a mere 5-second lead over driver Jud Buchanan and navigator Peter Wright, who had chased them hard throughout the event for the Classic crown, in their impeccably-prepared 1967 Acadian Canso Sport coupe. Victory in the Modern division went to Hopkins and Hughes. They claimed the win by only seven seconds over Glen Clarke and Even Gamblin of Ontario, who also took 4th overall in their 1979 Porsche 911. Placing third in the Classic division and 5th overall, in a 1970 Volvo 142 GT, was the father/daughter team of Ralph and Alisha Grant, Australians now living in Montreal, Québec.

### **Just as Tight in Touring**

Things were just as close in the Touring competition, where a mere 7 seconds separated the top three finishers. First at the wire were Jean-François Drolet and Réjean Beaulieu from Québec, who had also won this competition in 2003. The pair brought their Infiniti G35 Coupe in only 4 seconds ahead of Kevin Young and Steve Rodger, in a Nissan 350Z.

Third place, only 3 seconds back, went to Harald Von Langsdorff and David Weiman, in their Cadillac CTS-V sedan. These three topped the 'equipped' class, for cars with a rally computer.

First and second place, in the Touring 'unequipped' class, went to local teams competing in their first 'Targa'. Chris Collingwood and Sean Longhi won it, in a Subaru WRX STi while Gander residents Brad Melandy and Graham Tweedie placed their Chevrolet SS Monte Carlo second. Third place, in this class, went to automotive scribe Mark Hacking and brother Lawrence Hacking, an expert off-road motorcycle racer, who ran a Mitsubishi Galant GTS sedan. <http://www.targanewfoundland.com/>

### ***Just for laughs -Taken from the LBCar Company news letter***

Here is the text from Bill's Ebay find.

#### Vehicle Description

Jensen built over 6000 Interceptors, continually developing and debugging the model for nearly ten years until it almost wasn't horrible. Alas, this is an extremely early example, so it's horrible in every conceivable way.

Granted, as the 180th Interceptor ever made, this right-hand-drive '67 Type I could be worse. The first few dozen of these overheating, pig-handling, self-immolating rust buckets came with Vignale-built bodies of such staggeringly poor quality that the ENGLISH wouldn't accept them, which is saying quite a mouthful. Even as it is, this British-built version was apparently made from an alloy of salt, wet newspapers, and tuna cans. The front floors, both sills, most of the exterior front bodywork, and the left doorpost are all shot; the inner front fenders and box sections have taken a similar stroll across the periodic table, as have the lower parts of all four outer fenders. The hood, while fairly free of corrosion, appears to have been run over by a monster truck.

On the upside, the greenhouse and rear clip aren't too bad. The rear suspension points are nice and solid, and the twin-sewer-pipe tube frame--miraculously escaping the usual rust ahead of the firewall that causes the entire front half of these cars to break off and roll away on their own--is totally sound. I can only chalk this up to a liberal coating of Limey lubricants having leaked from the sump and gearbox.

The engine (a Jensen-spec Chrysler 383), transmission (787 Torque-Flite), brakes, and radiator were all supposedly rebuilt by the car's last owner. I half-heartedly buy it regarding the brakes and radiator, which look pretty new. As to the engine, I think he's defined "rebuild" as "a new can of Ford-blue engine paint."

This fine example of how Britain lost its empire comes with good glass all around, working window motors, good (rare Type I) dash and console metal, the pathetic remains of four original Armstrong Selectaride shocks, and a fairly cursory paper trail.

#### Vehicle Condition

Pretty sorry-ass. But go ahead and email me with any questions, as I love to be reminded of that.

#### Terms of Sale

For starters, you can get it out of my driveway.

## ***Events***

**October 26<sup>th</sup>. OVTC meeting**

**November 23<sup>rd</sup>. OVTC meeting, elections of officers and Pizza night.** Details to be arranged. Watch for them in the November issue of the news letter.

**December Christmas party. TBA.**

**January Winter Bash at Tim and Sue Dyer's home. TBA**

## ***Cruise nights:***

### **Mondays:**

**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)

**Perth** Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, [50panel@ripnet.com](mailto:50panel@ripnet.com)

### **Tuesdays:**

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

**Kemptville** Cruise Night, Rideau Restaurant, 3 miles north of Kemptville on county road 44, Kemptville, ON., 7780 Becketts Landing Road, Tel. 258 1456.

### **Wednesdays:**

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

**Place d'Orleans Cruise Night**, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, [goldvee@travel-net.com](mailto:goldvee@travel-net.com)

### **Thursdays:**

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

**Hunt club –Merivale**, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

### **Fridays:**

**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:**

**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)

**Heron cruise** 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:**

**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)

## ***Classifieds***

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

**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 exceeding \$ 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

**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. Also Sprite hard top for sale.

**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 #).

**Vredestin summer black wall tires**, Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking \$250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. [lisagrand@rogers.com](mailto:lisagrand@rogers.com)

**1974 TR-6 in original condition.** Original Paint, good mech. 92,000 miles, asking \$12,000. [Lynsueboyd@aol.com](mailto:Lynsueboyd@aol.com)  
'Phone number 613-269-3604, please no calls after 9; 30 pm.

**1962 TR4**, Restoration project. Complete with extras. Price negotiable. For details, call or email Ed Kaye, 613-692-1880 or [njkid@cyberus.ca](mailto:njkid@cyberus.ca)

**TR3-A 1961 Red**, in heated storage for 15 yrs. Excellent body and paint. All original parts. Motor had 10K on rebuilt engine. Excellent restoration project, asking \$6,500.Can be seen by Appointment for serious buyer only. Please call (613) 734-9722 during office hours. Car is located in Ottawa

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***

#### ***President***

Don LeBlanc Tel: 613-820-8680; E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

#### ***Treasurer and membership***

Vivien Kaye Tel: 613-692-1880; Email: [njkid@cyberus.ca](mailto:njkid@cyberus.ca)

#### ***Social***

Wayne Mercer Tel: 613-792-1252; E-mail: [wmerc@hotmai.com](mailto:wmerc@hotmai.com)

Michel Pilon Tel: 613-744-6431; E-mail: [Mipilon@yahoo.ca](mailto:Mipilon@yahoo.ca)

#### ***Regalia***

Roly Mailloux Tel: 613- 226-8708; Email: [rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)

#### ***Web master and past president***

Andre Rousseau Tel: 613-590-7365; Email: [andre@justdrive.ca](mailto:andre@justdrive.ca)

#### ***News letter editor***

Livia Haasper Tel: 613-257-5742; Email: [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)

Please send submissions for **OVERDRIVE** to Livia Haasper, 6<sup>th</sup> line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-5742, e-mail [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)