



# OVERDRIVE

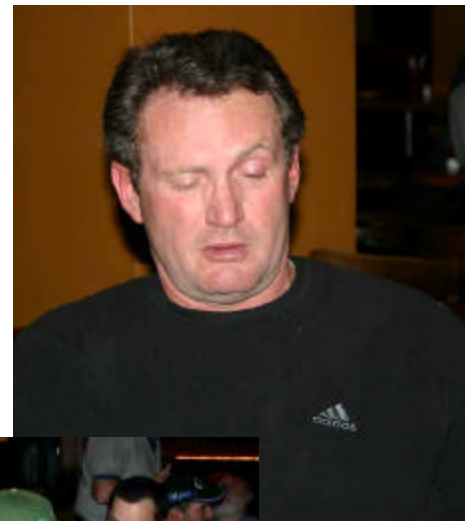
*The Newsletter of the Ottawa Valley Triumph Club*

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## *December 2004*

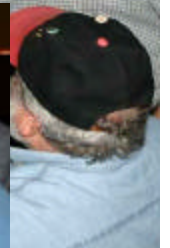
### *Letter from the editor*

We had a party and a noisy one as such!!  
OVTC election night at the Prescott bar and pub turned out to be a rather entertaining event. We were 'battered up' and kept happy, with the arrival of huge trays of steaming pizza, served with diverse drinks of choice, loud music and baseball games on the telly, invading our senses from every corner of the room... The noise of the establishment was so overpowering that thoughts of electing innocent members for important executive positions never entered our minds until president Don LeBlanc called order to the commotion to get on with club business.



Election promises and club member's reactions

By that time, most of us were contentedly lulled in, bellies full and blurry minds. It's because of this that executives willingly agreed to be re-elected, to stay in office for another year of fun. It took all of 5 seconds to convince Jeff Patterson to accept the position of Vice- President, and the rest of us simply nodded in agreement to serve the club another term. Wild applause supported the nominations and we all quickly resumed to polish off some more pizza. Attending other business was not possible and you'll have to read all about surveys and other news somewhere below in this publication. At least, that is my excuse....all smiles.....



***The newly elected board of executives***

- |                                       |                              |
|---------------------------------------|------------------------------|
| <b><i>President re-elected</i></b>    | <b><i>Don Le Blanc</i></b>   |
| <b><i>Vice president</i></b>          | <b><i>Jeff Patterson</i></b> |
| <b><i>Treasurer and</i></b>           |                              |
| <b><i>Membership chair person</i></b> | <b><i>Vivien Kaye</i></b>    |
| <b><i>Events co-ordinator</i></b>     | <b><i>Michel Pilon</i></b>   |
| <b><i>Regalia</i></b>                 | <b><i>Roly Mailloux</i></b>  |
| <b><i>Web- master</i></b>             | <b><i>Andre Rousseau</i></b> |
| <b><i>Editor</i></b>                  | <b><i>Livia Haasper</i></b>  |



Yes, it finally happened. Just in time, while snowflakes were drifting from the grey sky, I had to face the cold, hard facts: Driving the Fly has come to an end for this year and I had to winterize my little Triumph. So, I gave it one last wash, filled up the tank, did the necessary sorting, vacuuming, kissed Glen, {the mascot teddy of Watkins Glen} on the nose, folded the picnic blanket, drank the last bit of water out of the left over bottles, enjoying the taste of summer.... and then, finally, with a heavy heart, pushed my faithful companion out of the shop and into her palace where she's now resting beside Sparky, the GT6 skeleton. It's a sad day for me, this dreaded moment of the year. But hey, Christmas is just around the corner.

Wishing you all a merry Christmas, from our house and garage to yours.

Liv, your trusty editor.

## *Letter from the president*

Thanks to everyone who came out and voted in the club elections in November. It was a great turnout. Unfortunately, it was a lot noisier venue than I had anticipated based on the conversation I had with them when making the reservation, so I was concerned that people were unable to hear what was being said. It was a bit too noisy there for any kind of real club meeting, but the food and the beer were good, so I'm hoping people enjoyed themselves anyway. Most of your 2004 executive will be back for 2005, and we welcome Jeff Patterson to the re-created role of VP.



Michel has been organizing our end of year dinner for next week on Tuesday, December 14 at the Royal Buffet Chinese restaurant at the corner of Hunt Club and Bank Street (2446 Bank). The reservation is for 7:00 pm. If you haven't already responded to him yet and are planning to considering going, please let him know ASAP so he can update the reservation at the restaurant.

We had quite a good response rate to our first on-line survey, and lots of good ideas about what we should be doing in 2005. The executive will need to get together in the next few weeks (probably in early January), to plan our events calendar for the coming year. A summary of the survey results is elsewhere in this month's newsletter, and the detailed responses will be posted on our website ([www.ovtc.net](http://www.ovtc.net)). My thanks to all who took the time to complete the survey and provide input to help with setting the direction of the club in future. A number of people volunteered to help with organizing a single driving event each, so we can look forward to some more fun in the coming year. There was overwhelming support for our efforts to improve cooperation with the other British car clubs, which I found very encouraging.

The working group planning an all-British car show continued their efforts through the last month and met again on December 1. The newest member to join our effort is the Lotus club. I remain optimistic that we will involve the last couple of clubs over the next few weeks, so that by January this will truly represent all of the British car clubs working together to make this event happen. We have been discussing our proposal with the City of Ottawa and are making some excellent progress on securing a venue within the city limits. I hope to know one way or the other within the next few days on this. Alternate venues have been identified at the Gatineau Airport and in the city of Perth, if we are unsuccessful with the City. Our next meeting will be on January 11, but there will be a lot of work going on in the background by the members of the working group prior to that to ensure we have our plans in place prior to the "All Clubs" meeting that sets the calendar for various automotive related events throughout the Eastern Ontario region, which we are expecting will be held in the third week of January.

I hope everyone has marked January 22 in their calendar for the Winter Bash at Tim and Sue Dyer's house. The event will be a pot luck as last year.

As I was writing this, we were having our first ice storm like weather of this winter season. Too bad, but I guess the driving is finally done for 2004. It was a good season despite the rainy start in June, and I'm looking forward to another great year next year. If anyone has any interesting winter projects planned or already underway, please let Livia know and help us out with a bit of a write-up on what you're doing.

A Merry Christmas and Best Wishes for the Holiday Season to everyone, and a Happy New Year.

Cheers  
Don LeBlanc

## *Letter to the editor/web master*

**From:** Kees Koelewijn <c.koelewijn@filternet.nl>

**Subject:** TR greetings from the Netherlands

Dear fellow Triumph friends,

Two weeks ago I traveled to Toronto. On my way from the airport to the city I met a lady from Ottawa. We rolled into a conversation and got to talk about the fact that the fall had lost most of its colours. She told me she had made a trip in her English sports car, a blue TR6. She was about to explain more about the origins of her car when I said I also owned a TR6. As you can imagine we were both kind of surprised with the idea that two strangers meeting on an airport happened to own the same type of classic car. Of course the trip to the city was much too short to exchange all our experiences.

As soon as I came home and had fought my jetlag I tried to trace the Ottawa Triumph club. I saw the slide show of your fall event. Impressive really, the scenery in your country is awesome. Please convey my regards to the lady I met in Toronto and of course to all other Triumph friend.

Regards to all of you,  
Kees Koelewijn

## *Welcome new member*

Wayne Boardman. Wayne has purchased the Kaye's 1962 TR4 restoration project. Congratulation, Wayne, and welcome to the club. We also welcome a GT6/Spitfire owner to the group. It's Claude Seguin who owns a '78 Spit and a '72 GT6. And last, but not least, another Spitfire driver, Lionel Aucoin '77 Spit. Welcome everyone. I must say, some people surely have good taste in cars... ✍

## *Automotive Museums*

*By Pat Onions*

On a recent trip to Edmonton, Dot and I had the opportunity to visit two automotive Museums. The first one we discovered quite by accident. We had been told by a friend of ours if we happen to go by Elkhorn, Manitoba, to a stop in, as she had grown up with a family that ran a Bed & Breakfast in Elkhorn by the name of "Onions". We were directed to the Seniors Centre where one old gent said, yes, he remembered the Onions but had long ago moved away from the village. However, everyone said we must see their museum.

Now, driving by Elkhorn, which is on the Trans Canada Highway, one would hardly notice the sign "Museum", which is a shame as the long Quonset building houses the most complete display of old domestic cars you could imagine. Quoting from the small brochure, the idea started by a Mr. Isaac Clarkson when he restored a 1909 Hub mobile in 1946. His collection grew, storing most of his cars on Miss Ablett's farm. When Isaac died, in 1961, Miss Ablett turned the whole collection over to the village of Elkhorn and this started the Manitoba Automobile Museum. It is the most remarkable collection. For the most part, the cars are complete and are displayed in an 'as is' condition. On entering the first part of the building, you are confronted with a whole row of McLaughlins, starting in 1909 and running consequently into the late teens.

{ I'm told this is a better display than in the McLaughlin's Museum in Oshawa}. Backing on to the McLaughlin's is an equal display of Model T Fords, starting at 1911. There are over 80 cars displayed with such notables as a 1908 Rev, 1914 Briscoe, 1916 Saxon Roadster, 1913 Russell Knight, a most grotesque 1916 Overland Hearse, a 1912 Elander, besides later models with more familiar names as Pontiac Hudson, Studebakers, etc... For the most part, these cars have not been 'restored' which gives the museum its unique and home spun nature.

The only import I saw was a 1954 Austin A 40. It's a must -see for any Automobile buff.

The other museum is the better known "Reynolds Museum", located at Wetaskwin, Alberta, about 80 km south of Edmonton. It, like Isaac Clarkson, was started by Mrs. Reynolds who not only collected cars but farm machinery,

construction machinery, as well as aeroplanes. This museum sits on several acres land with three large buildings. The main building houses an assortment of items, ranging from steam engines, steam tractors, driving and early thrashing machines, a full working scale model of a grain elevator, besides a full scale model of a late 20ties or early 30ties service station & garage with hand operated Esso pumps out front. It also had a used car lot with period Chevies, Fords, Oldsmobile and Cadillac. Other notable cars were a beautifully restored 30ties Duesenburg Phaeton, besides Electric cars manufactured by the Cord Co.

The second building housed an impressive display of aero planes. Inside, you are greeted by a full size D.C. 3 plane. It is surrounded by vintage planes that include World War II fighter aircraft, both German and British, and the early models of Canadian Bush planes up to modern day air craft. Surrounding the perimeter of the building are life size had pictures of men and women that pioneered the aeronautical growth in Canada.

The third building is their storage and restoration building. It also houses a most comprehensive collection of vintage cars, tractors and what nots. It was not open the day we were there. Apparently, if you have your own restoration project, it is possible to roam around to luck for any necessary parts you may require and buy from the museum.

All in all, I found both museums most interesting. A note of caution if you happen to go to Elkhorn. They have no restaurants or accommodation. However, both can be found in Virden, about 25 km east of Elkhorn.

Pat Onions

Note from the editor.

Dear Pat, thank for your submission. I know you live near North Bay and quite a drive away but, hopefully, you'll join us at an event or a meeting sometimes in the future.

Cheers, Liv

## ***2004 on-line Survey Results Summary***

This was our first attempt at doing an on-line survey of the club members, and it worked out quite well. We had some glitches with the server access for a few people, but most were able to access the survey form and submit their results on-line without difficulty. We even had a few responses from our members who receive Overdrive via snail mail. We received a total of 34 responses, which gives us a good percentage of the club providing their input to help us plan our direction and activities in 2005. Thanks to all who took the time to respond.

The responses to the yes / no type questions are summarized here, but in the interest of saving space in the newsletter, the longer text input responses will be posted on the OVTC website ([www.ovtc.net](http://www.ovtc.net)) for all to review. There were also a number of people who expressed interest in helping out more, or organizing a single event, etc. We will be in touch with you soon to discuss details and see what we can do to map out a calendar of events for the coming year.

A few highlights of the results – there is an overwhelming support to continue efforts to increase cooperation with the other British car clubs, and for some form of weekly driving event that goes with whoever is present at the starting point, and there was also reasonably strong support for periodically holding meetings or events at alternate venues. We had one person looking for us to add nude bungee jumping to the club events, but we will probably have to give that one a miss. We just can't do everything ...

Now the details:

This year the club launched an effort to increase inter-club cooperation. A specific goal of that effort is an all-British car day event here in the Ottawa region, but this is intended to lead to greater inter-club cooperation in future for driving or other types of events. Do you agree with this initiative?

Yes 33 No 1

What types of events are of interest to you? Select all that apply.

33 Driving events with OVTC

28 Driving events with other clubs

- |                                       |                                   |
|---------------------------------------|-----------------------------------|
| 25 Social events with OVTC            | 19 Social events with other clubs |
| 28 Triumph related technical seminars | 23 Auto related guest speakers    |
| 21 Audio visual presentations         | 21 Vintage racing weekends        |
| 28 Car shows                          | 7 Concours type events            |

In terms of the quantity of driving type events, would you like to see the club organizing:

- 21 More driving events      13 The same number of driving events      0 Fewer driving events

During the summer driving season, the Miata club holds a weekly ice cream run where the event proceeds with as many people as show up at the designated starting point each week. Would that kind of regularly scheduled event be of interest to you?

Yes 26 No 7

Would you like some of the club meetings to occasionally be at an alternate venue, such as a pub or a restaurant rather than at the Manordale centre?

Yes 26 No 8

Would you be interested in a multi-club darts tournament in the winter of 2004-2005?

Yes 11 No 21

If the club was to organize a 2 day weekend away type of event, would it be of interest to you?

Yes 23 No 11

If the club was to organize a 2 day event in 2005, which would be your first choice of destination?

- 4 Niagara peninsula - wine country
- 5 Kingston area
- 7 Picton area
- 0 Quebec City area
- 0 Montreal area
- 8 Mont Tremblant area
- 9 Sports car event in Vermont

Other suggestions received were: Presquille Provincial Park, Bon Echo Provincial Park and North Bay

And lastly, do you love your Triumph?

Yes 32 No 0

### ***Just for laughs***

Stats Canada News Release!!

Those Nova Socians.

The Canadian Transportation Safety Board recently divulged they had covertly funded a project with the Canadian auto maker Ford for the past five years, whereby the auto makers were installing black boxes in four-wheel drive pick-up trucks in an effort to determine, in fatal accidents, the circumstances in the last 15 seconds before the crash. They were surprised to find in almost all provinces the last words of drivers in 61.2 per cent of fatal crashes were, "Oh, Shit!" Only the province of Nova Scotia was different, where 89.3 percent of the final words were: "Hold my beer and watch this."

### ***Tips on winterizing***

***I have always used a small amount of 2 stoke (Outboard motor) oil down the plug holes; I've yet to foul a plug on start up.***



## ***Tips and suggestions***

U- joint replacement by John Kipping

These instructions are for a right handed person.

Remove all the circlips, if these are really tight relieve the pressure by hitting the cup in slightly. Grab the shaft in your left hand with the UJ facing forwards. Rotate until one of the cups into the flange that bolts to the diff is upwards, hit the outside diameter of this flange right next to the UJ cup (a copper hammer is best as it doesn't do any damage), as if by magic the cup pops upwards. Carry on hitting until either the cup is out or there is enough to grab in vice jaws. Turn the shaft through 180 and repeat for the other cup - the flange is now free. Place the two exposed legs of the UJ across the jaws of a vice about an inch apart, now hit the UJ yoke again next to the cup - this cup now pops upwards - carry on until enough cup is exposed to grab in the vice jaws and yank it out. Turn through 180 and repeat for the last cup, all done. With some practice and hitting hard enough it can be done in under 30 seconds

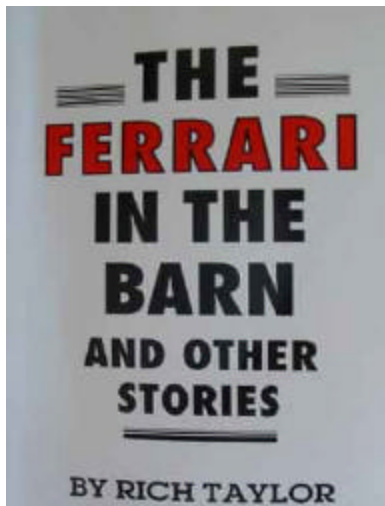
## ***Book report***

### ***The Ferrari in the barn and other stories***

***By Rich Taylor***

I never manage to simply walk by a book store of any kind. I'm a self described \* book- aholic\*. This was not any different one weekend at the Watkins' Glen vintage races when I noticed a book stand in the vendor's isle. Magnetically drawn towards it's shady awning, boxes full of interesting books and magazines, all automotive related, were beckoning me to step out of the blazing summer heat to indulge in some exploratory journey into a world of new discoveries. My old addiction was instantly sparked..... I was lost in the world of colourful Sports cars, British, Italian, Triumph manuals, racing stories, when suddenly, high on the top shelf, I spotted an insignificant little paper back.

\* The Ferrari in the barn and other stories\*, first edition, signed by the author, \$ 10.--, the sign proclaimed. Without a second thought, my hand was automatically reaching for the book “. Never lift” the inscription said, and then in a scribbled felt tip signature: Rich Taylor. Excitedly, my latest, small treasure safely stored away in my knapsack, I was walking down the hot dusty lane on my way to the track where colourful Triumphs were playfully chasing a pace car. No time to read just now. Summer time is too busy a season to enjoy a good book.



As usual, the driving season and Triumph activities came to a dead stop when snow covered the dusty country road. Finally, one cold winter evening during the Christmas season, when the Spit was lovingly stored away for the long winter, the little book caught my attention a second time. I was ready to step into auto sport adventures.

The book is a collection of 18 short stories, each one heart- warming in its own way. The reader is transported back to times when our vintage sports cars were new, our lives simple, care free and without worry, or were we???

The first story \* The Ferrari in the barn\* tells about the author in his junior years, envious of a Testerosa and his owner, engaging in adventures of different kinds. It caught my attention right away and made me want to turn the pages to discover where the author was leading me.

The book then introduced us to Fat Mutchie of Brooklyn and his Morgan. Mutchie collects Morgans and is told by Teresa not to buy any more stupid little cars. At this point, I wasn't sure if Rich Taylor was actually talking about Mutchie or someone else so familiar to me. Does Mutchie listen to Teresa? Of course not. No, he comes across the best Morgan he's ever seen, a once in a life time car.

The next person the author introduced me to, was an Italian King, who made me smile and flip the pages, but then I proceeded to \*Laugh every day\*, as the next story was called, at the wonderful TR3 Triumph adventure about a journey down the Massachusetts turn pike, equipped with camping gear and a stolen bottle of Johnny Walker and mother's portable radio. Never ending fun, in a few pages of most clever and entertaining stories ever told, which lead the reader straight into another tale about Triumph failure and breakdowns I could so very well relate to.

College days and Great uncle Brotherton and his old Invicta, another page turner. This story reminded me of my uncle and his old VW beetle, named \*Firefly\*, for this red little contraption was the object of my first driving adventures. I recall, it wasn't easy hanging on to the steering wheel and pull the badly fitting door closed at the same time. I can still hear his words "How much money got you on you, hon, the bug may not make it home and we may have to hop on the train to get home??"....Sigh....As it turns out, this topless 1933 Invicta certainly caught everyone's attention in the middle of Manhattan.

\*Not by chance\* is the story of a kleptomaniac and a lot of fun to read and I then continued on to racing with Mark Donohue in \*One Sunday in July\*, a powerful re-collection of sports car racing that makes you want to be there, and do it.

We now went on to Corvettes and \*The night they drove the old 'Vette\* down. Yes, \*they\* managed to drive the old car straight into the Attleboro swamp. It took a few weeks to dry the car out; the car was never the same again. Entertaining to read. We were never THAT crazy, were we??

Read all about it in \*Muscle car outrage\* beating the radar trap, drag racing on the interstate. Hilarious, funny, squealing tires, hot engines, exiting, just true fun to read, one of my favourites. Then, when you think "this can't get any better", a racing story. Lime rock, exiting race, a crash, can't put the book down. The book is getting better with every page I turn. From here, we move on to \*One night a Myrnas\* and a bunch of hippies and off we are on a trip across the United States in a Nash Healy, adventure in touring a British Car, which ends up being sliced up in Manhattan. I wanted that car.

Sadly, all good things must come to an end. And, this wonderful little book is not any different. I was sad to turn the last page with one of my favourite stories, \*Night is the best\*, a collection of a night race, one of those unforgettable racing stories that makes you want to be there, participate, you relate, you love the sport, you don't want the race or this little book to end.

Thank you, Rich Taylor, for sharing your adventures with the reader. Thank you for taking the time, writing them down for us to experience and re-live them with you.

Did I mention, I recommend this book??......I wish I'd purchased the entire stock to give to my friends who love the race as much as I do

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Liv Haasper

***News From: <BritCarWeek@arczip.com>***

Hello all British car fans!

In just a few short weeks most of us will be celebrating the holidays with our loved ones, and our focus will be all about spending quality time with our family members and good friends. When all good tidings have been fulfilled, and life is back on its twisty track, many of us will begin thinking about our less human, but no less loved British driving machines. As a matter of fact, I'm hoping that many of you will begin thinking about the exciting 9th Annual British Car Week!

That's right, the 9th Annual British Car Week takes place during the week of **May 28 to June 5, 2005**. This is a special 9-day extended British car promotional week intended for all classic British car enthusiasts to help promote all things associated with British cars! If your car is safely licensed to drive, then you can drive it around town during this week to show all of your townspeople that these cars continue to provide as much enjoyment as ever!

If your car is a race prepared bad-boy then race it! If it's been shined like a diamond jewel and has been restored to perfection, then show it off! If it's a project car that has been hidden away in the garage, then drag it out to the street and



let everybody in the neighbourhood know what you've been doing inside that garage with the door closed for so long! In any event, no matter what year, what condition, what color, size or shape, do whatever you can to help promote the British car hobby in your community for those who don't know about British cars and the fulfilling hobby we all enjoy so much.

Songwriter Steve Forbert once wrote, "Driving a Jaguar's impressive, but you can't see it go by....." You may be one person enjoying the ride, but just think of all the people who enjoy watching you drive by.

Lastly, I am currently working on updating the British Car Week events page, with all of us, please be sure to let us all know about it by sending it to this e-mail address. [BritCarWeek@arczip.com](mailto:BritCarWeek@arczip.com)

As a favor in return, I hope that you will take the time to share this message with others so they can also add British Car Week to their event listings. Thanks, and have a fun filled 2005 driving season!

Scott Helms [www.britishcarweek.org](http://www.britishcarweek.org)

## *Upcoming Events*

**December Christmas party Dec. 14<sup>th</sup>..** - Royal Buffet Chinese Restaurant at Bank/Hunt Club at the corner of Hunt Club and Bank Street (2446 Bank). The cost will be \$15.58 / adult. Time, 7 pm.

**January Winter Bash at Tim and Sue Dyer's home,** January 22, Directions as followed.

From Ottawa:

1. Take 416 south.
2. Exit at Fallowfield Road.
3. Turn right at the end of the exit ramp.
4. Turn left at the second set of traffic lights, onto Richmond Road.
5. Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right).
8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect.
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.

From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: [www.kingscreektrees.com](http://www.kingscreektrees.com). Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road.

If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com) (or e-mail us from the above website).

## *Classifieds*

### ***Wanted:***

**Garage space needed** Heated. Also, help and instructions for body work and floor panel installation for the TR3. Wayne Mercer, 613-792-1252 [wmerc@hotm.com](mailto:wmerc@hotm.com)

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

**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@hotm.com](mailto:Jpmp1010@hotm.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

**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.

**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.

**TR7 parts.** Here is a good deal before I break up this lot and sell it on a-bay. <http://members.rogers.com/experiment/TR7.htm> John Michael Miner, 613- 282-4822. Nepean.

**TR7 parts for sale .** Moving in Spring, so must make room! Many different items available including 3.90 rear axle complete with drums, TR7 CV-style driveshaft, pre-1980 radiator, TR7 A/C condenser, A/C compressor & hoses, new Addco add-on front swaybar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bellhousing, brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil, valve cover & head gaskets. Too many other parts to list. Call for more info, or to arrange a "viewing". David 613-822- 1315 or [dhuddleson@sympatico.ca](mailto:dhuddleson@sympatico.ca)

**1966 Triumph TR4A IRS.** This car is in excellent condition. The engine is very strong. Idling oil pressure sits at 40-45 pounds. In the last four years, the engine has received new pistons, liners, valve guides, main/rod bearings, water pump, oil pump, stainless steel dual exhaust system, SU carb rebuild and is highly detailed. The brake/clutch system has received a conversion to dot 5 synthetic fluid along with a full rebuild on the master/slave cylinders. The transmission is in perfect working order and does not have overdrive. The rear IRS suspension has been given a tube/shock conversion kit with stiffer competition springs and tube shocks that provide a better handling ride and eliminate 'squatting' that the TR4A/250/6 stock suspensions are known to have. All mechanicals work (i.e. lights, fan, wipers, gauges, signals etc). The

top is in perfect condition as it is only two years old. The steering wheel is a Mota-Lita wood/aluminum design and the original steering wheel has been restored and is included. The walnut wood dash has been refinished with all new knobs. The gauges have been detailed including new glass and chrome bezels being polished. The front window glass is perfect. The tires are Michelins 165SR15's on painted wire wheels. The boot spare is a painted wire wheel. The interior upholstery and carpet is in great condition. The front/rear bumper chrome is near perfect. This car has been certified and cared for mechanically by Phil Allen. There is absolutely no rust on this car. A British Heritage certificate comes with the car. The exterior paint is in great condition and the overall cleanliness of the car is 'clean enough to eat off of'. This truly is a fine example of a TR4A which is ready to go and show. It won first place honours at this year's Brits in the Park British car show in Lindsay . Please contact with serious inquiries or offers only. \$25,000.00 Cdn. Whitby, Ontario. Ken Hilder Daytime - 1.800.263.2703 x228 or [hilder@swish.ca](mailto:hilder@swish.ca) Evenings - 905.668.3725

**1980 Triumph TR 7** convertible 5 speed. Motor completely redone for performance top to bottom. Motor alone worth \$\$\$\$. Forged aluminum racing pistons, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, performance clutch. Car needs top, rocker panels and carpet to complete \$3500.00 . Owned since 1988. Marc. (905) 334 - 4242 oakville, Ontario [studio3d1@hotmail.com](mailto:studio3d1@hotmail.com)

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)

#### ***Vice President***

Jeff Patterson

Tel. 613- 839-2891

E-mail: [pattersc@dfo-mpo.gc.ca](mailto:pattersc@dfo-mpo.gc.ca)

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

Vivien Kaye

Tel: 613-692-1880;

Email: [njkid@cyberus.ca](mailto:njkid@cyberus.ca)

#### ***Events co-ordinator***

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)