



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

*October 2005*



*Die-hard OVTC cars in the rain*

## *Letter from the editor*

I think the OVTC has been jinxed by the weather god. Just when the club had been hoping to go on the long-awaited 'East end' drive, the weather, which had been so lovely as of lately, changed to a rainy and cold day and the drive had to be cancelled. Sorry folks..

Gas prices... talk about gas prices...wow.... The highest I've seen in this area was \$ 1. 29 per litre and this certainly has me thinking twice adding mileage to the Spit. It looks like everyone has somewhat slowed down driving their Triumph, which is sad. The driving season as of lately has been exceptionally nice.

So, we filled up for \$ 1. 15 per litre, added some lead additive for another \$0.50 and decided," the heck with this", and took little Spitty out for that Sunday afternoon drive in the country. Wonderful weather, sunshine on my shoulder and also on the shoulder of the road where we ended up 5 k later. " I smell gasoline... is that us?" we both cried simultaneously..

We came to a quick stop on the gravelly shoulder of our lonely country road to check out the situation under the bonnet. There was the problem. One of the little carbies was happily squirting gasoline like the fountain of my gold fish pond. It was trickling past the exhaust down over the frame onto the dusty road. With the prices of gas at the pump, not a pretty site.....all smiles..

From the deepest crevices of my imagination pictures of a Spit on fire kept flashing in front of my eyes.

" Get out the tools" he commanded. Thank God, I'm armed to the teeth with tools and spare parts and it didn't take as long to disassemble the carb. It seemed the needle was blocked so Wilf gave it a bit of a blow. I'm glad he offered to do this as I've not developed a taste for Esso as of yet!!

I could see the Sunday outing down the drain and cancelled and a complete re-adjusting of the SU's in the garage again but no, Firefly seemed to be happy, with a bit of tweaking, continued purring along happily after.

We had a wonderful, picnic by the Rideau Canal, talked to many people who needed to know the history of the old lady.. [The spit.. mine is a well kept secret].

Cheers Liv

## **The OVTC Fall Tour**

### **A Triumph of colours**

**October 16th, 2005 - Back Up Rain Date 15th Oct**

**Details: Please refer to the 'Event' section and the OVTC web site at**

<http://www.istop.com/~andre/ovtc/events/2005/fall-tour.html>

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

Well another year has passed already, and it is time for the OVTC elections on October 25. I know you're all eagerly awaiting this annual event. If you are interested in participating in the club in a bigger way this year, joining the executive is an excellent way for you to get involved and really help out. We need fresh views and more participation from you if the club is going to continue to meet everyone's needs. Please consider putting your name forward for a position on the executive for the 2005-2006 year. Any position is open – we need you!



Note that we will NOT be at the Manordale community centre this month. Since the October 25 meeting is a special meeting for the elections, we will be at the Lorenzo's Pizzeria in the Nepean – Craig Henry area. The address is 3 Chartwell Avenue. It is in a small strip mall at the corner of Craig Henry and Chartwell. Our reservation is for 7:00 pm, and this is not too far from our regular meeting location.

On October 16 we will be holding the annual fall colours run. More details are elsewhere in the newsletter, including rain date options etc, but it sounds like Stephane has organized a real treat for us this year. It is a bit longer than the last couple of years, so be prepared with a picnic lunch and plenty of water and/or coffee to drink. There will be several rest stops along the way, but it is always a good idea to be prepared. There is more information elsewhere in this newsletter

and on the OVTC website at : <http://www.istop.com/~andre/ovtc/events/2005/fall-tour.html>. We are all invited back to Stephane and Lee-Ann's house for a BBQ afterwards.

Sadly we were defeated by the weather yet again as we tried to hold a club sponsored drive east of Ottawa. Thanks to Mark Russell for mapping out a route and getting everything ready for it, but it was not to be. A few hardy souls did actually show up at the departure location, but it was pouring rain and they wisely opted to visit the nearest Tim Horton's rather than embark on a tour under those conditions. We will defer the drive that Mark has planned until next season, so we should look forward to a nice drive east of Ottawa sometime early in the spring.

Planning for next year's Ottawa British Car Day has started again. As mentioned last month, we have already reserved the same location in Britannia Park for July 15, 2006. If you visit the car show website ([www.britishcarday.ca](http://www.britishcarday.ca)), you will see some pictures from the event this year. The organizing committee from last year met on October 5 to start the planning work, and nearly everyone from 2005 will be continuing to work on the show for next year, so you can expect something even bigger and better in 2006.

The weather is just starting to turn as I write this column in October, but with just a little bit of luck, there is still plenty of good driving weather left before it is time to store our cars. See you on October 16.

Cheers,  
Don LeBlanc

**The OVTC likes to extend their condolences to the family of Mr. Tony Aldridge, member of the OVTC and owner of a TR3A, who passed away this summer. Our thoughts and prayers are with the Aldridge family.**

### *Westport fall drive*

*By Roly Mailloux*



I attended the run to Westport last weekend, organized by the Austin Healey Club. It turned out to be a beautiful day and a fantastic run (163 miles or 262 km). I met up with several other drivers in North Gower, all driving Healey's with two exceptions, one E-type Jag and one Healey Sprite. We then set off for Smith Falls where we met up with several more Healeys and one TVR from Upstate NY who was in town visiting a friend in the Healey club.



Due to some mechanical problem, the Jag had to drop out. We headed for Murphy's Point Provincial Park. I ended up at the back of the pack of 11 cars along with a Healey behind me. Unfortunately, we got caught at two traffic lights and lost site of the main pack. Fortunately, Barry knew that the run was heading for Murphy's Point and how to get there, so I followed him. When we got to Murphy's Point there was no sign of the rest of the group. We run into a park ranger who was expecting the club, and he eventually led us to the boat launching site where the rest of the group had gathered. It was here that I met Mike Ogilvie, a member of the OVTC, who introduced himself to me and told me he had also had a Spitfire. I believe he also said he was head of the park rangers and had made arrangements for the Healey

Club to rendezvous in the park at no cost. We then drove through the park to the beach for a photo opportunity.

From there we took some rather dusty back roads to Westport. Mind you, the pace was very slow (30 - 40 mph most of the way). We parked at a lookout and walked approximately 200 yards to a cliff overlooking the city/harbour of Westport. Quite a fantastic site. By this time it was getting close to 1 pm and everyone was getting hungry so we headed down to Westport for lunch at Remi's Pub.

Before we could set off, a bunch of us had to push- start one of the Healeys that refused to turn over. It was later found out that the battery terminals were loose and needed to be tightened. After a wonderful lunch we were all invited to Chris and Cheryl's cottage about 10 kms further down the road for dessert.

While we were there Chris mentioned that his neighbour had an old Westport Fire Engine and that he would be more than happy to show it to us. So we all tramped over to the neighbour's and were treated to a private showing of his treasured 1922 Ford Fire Engine Truck, which was in mint condition and started up even better than my Spitfire. All in all, it was a terrific day and a wonderful outing.



Cheers Roly

### ***The new project***

***By Tim Dyer***

One day, about three weeks ago, I was driving my TR3A along Main Street in Stittsville, on my way to the chiropractor's office. Traffic was moving slowly because the traffic density was high. Suddenly, I heard a shout from the left. I looked over and there was a lady shouting at me, asking if she could talk to me for a minute. I pulled over, she complimented the car and told me she had a 1972 TR6 in pieces at a commercial garage. The garage's owner (who was working on the car) had just died and she wanted to know where she could take it to complete the restoration.

As I was late for my appointment, I assured her I could help her out. I gave her my business card and suggested she give me a call. As soon as I got home, I e-mailed Rob Christopher for his advice, as I knew he'd been through all this recently. He gave me some spectacular information but, embarrassingly for me, I wasted his time.

Two weeks later, the TR6's owner phoned me. She stated that she had changed her mind and wanted to be rid of the car. It was also mentioned that she had \$30,000 invested in the car but it was mostly disassembled. I figured with that much of an investment, it should be pretty good.

Arrangements were made and I picked up the owner at her house and we travelled to Vanier, where the car was located. We walked into the shop and there was a very nice dark green TR6 on the ramp, on chrome wire wheels with a presentable interior. I really started getting excited because it didn't look apart at all and, with the exception of some faded paint, looked very nice. The owner then said "so there it is!" I looked over at her, to find her looking in a completely different direction at a great big pile of pieces. My heart sank as I realized the TR6 I had been observing was not the car I was getting. Nevertheless, I made a ridiculously low offer and this was accepted. In fact, I think the car's owner would have been happy if I'd just taken the lot, without giving her anything. The next day, fellow OVTC-member Martin Burt drove his TR6 from his home in North Gower to the garage in Vanier and helped me get our trailer loaded.

Where \$30,000 got invested is hard to imagine. The car is completely dismantled and the chassis has been restored. There are some small things to do to the chassis, but this won't take long. There are some new parts that came with the pile, such as floors and rocker panels. It has an overdrive, a performance header and a roll-over bar. There are two sets of doors, two hoods, one pair of fibreglass front fenders and no rear fenders (they were so bad, we left them).

The deceased garage owner's employee mechanic was present and helped us load the trailer. He didn't know a lot about the car, as he had not worked on it. However, he told us that the TR6's owner actually had two TR6's. One got dismantled and it was discovered the chassis was beyond repair. Then, the second car got dismantled and it was this chassis that was retained and restored. So, there went some money down the toilet and that explains where a portion of the \$30,000 went. Once we had the trailer and the back of our pickup filled, Martin kindly followed me home and helped me unload. A neighbour also helped us. It was a good opportunity to get things sorted, so I can assess what's there and what's missing. Martin observed that there appeared to be no gas tank and I haven't seen a steering rack yet. There are two engines and the cylinder heads are both removed with no sign of any cylinder heads anywhere. Plus, we're short a pair of rear fenders. No doubt there'll be other things too.

If anyone has any interest in seeing this pile, especially if advice and opinions can be given on the chassis I would be very grateful. A lot of welding has been done, but it's been done in a manner I am not used to seeing, so I'm curious. I'm not a welder, but I have seen a lot of rust repairs in my time and this is somehow different, with large lengths of well-fabricated sections in thicker-than-I-would-expect steel, all around each length of existing chassis. The garage owner's employee suggested that the standard of work would have been done with the intention of making the chassis even stronger and stiffer. So far, I believe him. Once I have finished writing this, I will be going back to Vanier for a second trip to get the engines, gearbox, bumpers and some other stuff. Our son, Jason, is keen to get started on the project (no doubt thinking the car will be his one day--WRONG!). It might be a great replacement for Sue's Mustang convertible, though, so I'm hoping she'll take a shine to it as the project moves ahead.

Many thanks to Martin Burt for his great help and fabulous snippets of knowledgeable information. Thanks, too, to Rob Christopher for putting a lot of time into giving me information on body shops, etc. that I never did pass on to the person from whom I bought the car. No doubt I'll need that information at some time, though.

Regards;  
Tim

## ***Tech Talk***

***Submitted by Mike Graham***

From the Triumph E-mail list

**TR6 Clutch Survey**  
By Aaron Cropley,

Topsham, Maine

This is the most recent posting about the clutch survey ... and also one about wheels. Results are found at the bottom of the webpage <<http://www.triumphowners.com/108>> under SPECIAL INTEREST PROJECTS

## *Club Triumph 'Ten Countries endurance run*

*Departed September 8<sup>th</sup>. from London, UK - 4 days – 2500 miles*

*Photos by James Carruthers*

In the January 2003 edition of Club Torque I introduced myself in the letters page and posed the questions “If it is possible to drive 2000 miles round Britain in 48 hours, is it possible to drive 2000 miles round Europe in 48 hours? I think it is and, if I am correct, is there anyone who would like to join me?”

The route was put together over a few weeks around Christmas and January 2003 and a website started thanks to Dean Martin who had learned of the run from Ellis Stoke’s website. As a result the event grew and grew until it came to fruition with 16 cars starting this low key, private proving run



The cars set off from ‘The Plough’ at Crews Hill at Friday lunchtime on September 8th 2003. We then drove down to Dover before an incident filled overnight run through France. The Saturday brought the fantastic roads of the French Alps south from Grenoble to Nice. This section included mile after mile of wonderful scenery, hairpin bends and very large drops off the side of the roads – the whole run was worthwhile for this alone

An overnight in Nice was followed by a swim in the Med in Nice Port and then departure for home. Next in line was Monte Carlo on a Sunday morning where even the up-market residents appreciated our line of Triumphs as we moved on to Menton and then the mountain roads again into Italy.

Next halt was an evening meal by the banks of Lake Maggiore organised by a local TR4A enthusiast followed by an overnight drive through Switzerland, Lichtenstein, Austria, Germany, Luxembourg and Belgium before returning to 'The Plough' on Monday evening.

13 of the 16 crews made it back with many a tale to be told. The question posed had been answered, yes, it is possible to drive through 10 countries over a long weekend and a counterpart to the Round Britain reliability run has been established.

It was great to be part of a pioneering event but there are plenty more 10CRs to be enjoyed!

Martin Randle, Competition secretary



A brief summary: Superb!

The event was fantastic, for me, due to a couple of cars - Don and Steve in the wonderful "Tomboy" and Dave and Fred in the superb "Green"... would not have been half as special without these.

Many thanks to TomTom for sponsoring us too - it made the weekend go without a hitch navigation wise - a superb piece of equipment - and I am really not just saying that because I have to!

James Carruthers



### ***Pre-oiling the engine after assembly Planning ahead a little bit...***

I know I need to get oil up and around the engine as quickly as possible before starting a recently re-built engine. One method I've heard someone describe (John Kipping I believe) involves packing the oil pump with petroleum jelly (Vaseline) in order to "prime" the pump. Another method I've seen Paul Tegler describe was to insert a screwdriver shaft in an electric drill and spin the oil pump before putting the distributor in place. Both methods make sense to me.

Questions:

Should I do BOTH methods, or not?

Spin the pump with the drill clockwise or anti-clockwise (when looking down into the hole)?

What else should I make sure to do before starting up (or at least trying to...)?

Joe

Answers:

Use cam pre-lube in the oil pump and the drill method, counter-clockwise rotation. When you hear the drill slow down, you are pumping, pressure, and you will hear it squishing through the passages.

I usually turn the engine over with the coil wire off. It spins well enough to circulate the oil, but will not fire and really get spinning. Of course the parts are coated before they are put in. (assuming the process of re-assembling the engine isn't a 2 yr. project) ;-)

Pete

I use the drill method, I think it's anti-clockwise, if the bores are dry I might also shoot some two cycle oil down each spark plug hole. I prime the pump with STP, Assembly Lube or Vaseline if you have it, but don't use KY jelly!

Van

I like to use petroleum jelly in the oil pump to help it prime. I use STP on my main and rod bearings as well as the cam and rocker assy. I put 10w/40 on the pistons and cylinder walls before installing. Prior to starting, I turn it over with no plugs using the starter. Once it's running, I usually change the oil and filter after 300 to 500 miles.

Jeff

Packing the oil pump with Vaseline helps ensure prompt pickup of the crankcase oil. This is rather important if you are not doing a pre-lube and are simply starting the engine. It's not "vital", as a dry oil pump will pick up oil in a second or two, maybe three. But it helps. It's rather akin to pre-filling the oil filter.

If you do the screwdriver bit packing Vaseline is not necessary as you can wait for the oil pump to pick up oil and start flowing with no risk of damage to the engine bearings. I would not stop when you feel load on the drill, as that only indicates pressure build up in the system. It does not mean that the oil has gotten to all areas yet. In fact, you will be waiting a fair bit of time for the oil to get up into the rocker shaft.

Rotating the engine, either by hand or with the starter, is not a bad idea to help ensure oil is fully coating all the way around the bearing surfaces. Otherwise, you are likely to end up with dry portions.

Proper assembly lube is the most important, particularly on camshaft lobes. All the pre-oiling tricks in the world aren't as important as the use of engine assembly lube.

I also keep the revs up (2,000 rpm) for the first 10min or so after the engine is first started, so as to keep the cam lobes splashed with oil.

Attached is the start-up procedure we use for every engine we build. A rebuild can be destroyed very easily before the engine ever runs. The first 30 seconds and the first 5 minutes of start up are the MOST CRITICAL. Never spin the engine with the starter (even one of our gear reduction starters). You want to ensure that oil has reached every portion of the engine, filled every oil galley, lubed every rocker arm and filled the rocker shaft, etc. Spinning over the engine to do this means something, somewhere inside is going to be cheated of lubricant. We normally have a new engine running by the 3rd revolution of the crank.

Ted

You'll likely get plenty opinions on this, so here's mine. I'd recommend using high quality oil during start up. I agree that if it starts well, builds oil pressure quickly and runs smoothly, 2000 for 10 minutes is generally agreed as proper break in procedure, while watching temp, oil



pressure and listening and looking for irregularities.

I'd dump oil and filter after 100 miles or 5 hours or so running time just to get rid of any small trash.

I recommend about a thousand miles before changing to synthetic, as the rings and cylinder walls need the break in time with regular mineral oil.

Van

Let me expand a little on a dry oil pump self priming. For while they will do it, how well they do it varies. It's got to do with air leaks (as in a sloppy tolerance pump), and rotational speed.

Almost none of them will self prime by spinning the crankshaft by hand. The rotational speed of the pump is far too slow, and the vacuum is filled by air leaking around the pump. So oil doesn't climb up the pickup tube. While I'm sure there is somewhere an oil pump that will prime this way, I've never met one. So trying to prime this way results in metal to metal contact of the engine bearings, and frequently tears a brand new engine up.

Many will not prime with the crankshaft being spun by the electrical starter. Same problem as by hand, the rotational speed is just too slow. Since you are spinning the crankshaft faster than by hand, you generate more friction and heat, and can do more damage in a shorter time than when spinning the crankshaft by hand. Add to that, many folks will have the spark plugs in, creating compression loads. This is the situation of attempting to start the engine with the carburetors out of whack or ignition timing too far off for the engine to fire up and run.

The electric drill method is very effective as it spins the oil pump rapidly enough to actually get the oil up the pickup tube. It has the important added benefit of doing this without moving any engine parts. This means no metal to metal contact or friction. If you also allow the oil pump to spin for a few minutes, you're filling the various passages to the bearings and rocker arms and such, which is a very good thing to do. That way when the engine is started they've got oil right there. As a sidebar, you can't do this on engines with a crankshaft driven oil pump. Many modern engines have crankshaft driven oil pumps, particularly Japanese engines.

The last method is to simply dry start the engine. Believe it or not, this isn't as bad as it sounds. And when you've got a crankshaft driven oil pump, it's your only method of rotating the pump. If the engine immediately starts up and comes up to high idle speeds, the oil pump very quickly primes and pumps, getting oil to the various components. This is what the factory does. But remember, this relies on the engine starting up. If you're just cranking it over, you're two paragraphs up where I warned against trying to prime on the starter motor.

Don't forget, you're also usually filling up a dry oil filter on this engine. That takes some time to fill up, as we've all noticed after oil changes. There's a few seconds of engine running (and frequently rattling) until the oil pressure light goes out, or the gauge starts to show pressure.

With all the oil on things in the case of an engine getting a hot oil change, it's no big deal. But with a tight and dry new engine...if there's ever a time to consider pre-filling an oil filter, it's on initial start up.

If you pre-pack an oil pump, don't forget where that stuff is going. It's got to get through the oil filter, oil passages, and bearings. If you pack the pump with something that can't be circulated, you can kill the engine just as effectively as if you didn't bother to put oil in the crankcase.

Vaseline dissolves in oil and flows fairly easily, so it's going to get through. Wheel bearing grease on the other hand isn't going to get through the oil filter, and won't flow up to the rockers arms and such. It'll dissolve in engine oil, but it takes a while.

Van

## ***Report on the British Reliability Run*** ***By Blake Disher***

Hello fellow Triumph enthusiasts,

A huge thank you to the many, many list members that donated to the National Children's Cancer Society (NCCS) and helped make the 2005 America's British Reliability Run the success that it was this past weekend. I'll be sending each of you personal thank you in the next week or so. A few route book glitches didn't seem to upset anyone too much or get them lost entirely!

Here are some interesting numbers:

Expected fundraising total for NCCS: at least \$31,000, donations still coming in

Cars entered: 45

Cars withdrawn: 1

Debilitating breakdowns prior to start of run: 1

Broken Classic Minis exchanged for gigantic 1962 Cadillacs: 1

Gigantic Cadillacs named honorary British car: 1

Police officers late to escort us out of hotel lot at start: 1

Teams pulled over by Indiana's finest during run for speeding: 1

Tickets issued: 0, warning provided

Cars completing run: 43

Cars unable to finish due to breakdown within 10 miles of finish: 1

Route distance: 590 miles

Total miles driven, all cars: 25,950

Sore bums: at least 75

Cars that ran out of fuel: 1

British taxis repaired in hotel parking lot by topless mechanic: 1

Complaints about Route 513 not existing on Day 1: 5

Complaints about the malted milkshakes at the Big Dipper in Converse, Indiana: 0

Teams likely lost in Lafayette, Indiana due to error in Route Book: ALL Teams graciously not voicing complaints about Lafayette error: ALL U-turns by teams following me after I missed a turn: 7

Bride/Groom given Spitfire for use after wheel on nuptial horse-drawn carriage breaks: 1

Very happy grooms, perhaps for the wrong reason: 1

Age of youngest team member: 9

Age of oldest team member: 84

Long distance award, navigator: Anthony Pearson, from Australia

Long distance award, driver: Rob Sass, Daimler SP250, from St. Louis

Watch for the January, 2006 issue of Automobile Magazine, they're planning a feature story about the run. Seven of their writers fielded seven British cars, details at [http://automobilemag.com/features/0510\\_british\\_reliability\\_run/](http://automobilemag.com/features/0510_british_reliability_run/).

The event web site is <http://www.abrr.org>. It was definitely a fun run, thanks again for your financial support.

Cheers, Blake Discher

Event organizer

## *Events*

**The OVTC Fall Tour**

**A Triumph of colours**

**October 16th, 2005 - Back Up Rain Date 15th Oct**

**Fill'er up!!! 'Cause you'll need it!**

This cruise will take you drive around the western part of the Outaouais region. From our regular starting point at the Champlain Bridge, we will first head towards Wakefield, through the Gatineau Park, for a few photo opportunity stops. Then we'll head up north to Kazabazua along side the Gatineau River, with maybe a quick stop at a power dam in Low (more photos). We will then head west to Campbell's Bay and then north west to Fort-Coulonge where we will stop for a 30-45 minutes break and quick lunch (don't forget to bring one!) and more photos. The second leg of our journey will

take us back to Gatineau along side the Outaouais River to the summit of the Gatineau Park at the Champlain lookout (photos anyone?). From there, we will cross the Gatineau River to a location near Highway 50 with a nice view of the Valley and both cities of Gatineau and Ottawa (Ok, last chance for pictures). The journey will then end with a BBQ in Gatineau (near Perkins). This run is about 320 kilometers ( 200 miles for the purists ) and should take about 4.5 hours of driving with a few scheduled pit stops. Its sole purpose is to enjoy scenic motoring in good company, and also some fun with the poker run!

We will get going from the parking lot beside Champlain bridge off the Ottawa River parkway at 9:00 sharp ! Make sure your gas tank is full and bring a light lunch for the planned stop at Fort-Coulonge around noon. The BBQ is sponsored by OVTC, just bring your drinks & chairs. It should be around 4:00 by then.

#### **Watch the website and you email.**

We will confirm the running date on the 14th of Oct. by late afternoon.

If the weather is good for Saturday, but poor for Sunday, we'll run it on the Sat the 15th.

If the whole weekend is washed out, we will attempt to run it on the Sunday 23rd with rain date of Sat 22nd.

RSVP to Stephane St-Amant by e-mail [phano@videotron.ca](mailto:phano@videotron.ca) by phone (819) 643-9047

**October 25<sup>th</sup>**.- OVTC meeting and elections and pizza night – location Lorenzo's Pizzeria in the Nepean – Craig Henry area. The address is 3 Chartwell Avenue.

**November 22**, OVTC meeting - Manordale Centre

**December** - no meeting - Christmas dinner - location TBD

**January** - no meeting - party at house of Tim & Sue Dyer TBA

## *Classifieds*

### *For sale:*

**TR6 parts for sale.** The "Doc" would like to find a new home for his collection of previously enjoyed TR6 parts.

Priced to move are: 2 engines, 4 transmissions (no overdrives), 3 diffs, 12 manifolds, 1 used Stebro stainless steel exhaust system, 6 drive shafts, 1 set of 4 red line tires on rims, 8 doors, 3 bonnets, 4 boot lids, bumpers, brake drums, suspension pieces, some rag top frames, dash board bits, etc. etc. etc. I also have two project cars - TR4A - which would be for the serious restorer only. Call Brian Mills at (613) 825-1698 or e-mail [brianmills@rogers.com](mailto:brianmills@rogers.com)

**Morgan/Triumph parts for sale.** The following parts need a new home;

2 complete Triumph engines from 50's Plus 4 Morgan. 1 engine has been disassembled with all parts categorized and labelled in separate box. 1 engine has rocker cover and head removed for storage.

1 Morgan front end frame. Removed from 1958 Plus 4 Morgan to make way for a racing front end frame.

1 Engine and Transmission removed from TR7 1978 (approximately) parts car. Car had been driven before parts were sold off. Make me an offer at [sabourin.rp@forces.gc.ca](mailto:sabourin.rp@forces.gc.ca) or (613) 224-3700.

**1980 TR7 hardtop for parts or repair.** Has been sitting in my garage for the last 5 years. Low mileage. Sold as is or for parts (whole car only). Best offer. Located in Guelph. 519-821-6208 or [jim.edwards@rogers.com](mailto:jim.edwards@rogers.com)

**TR7 parts for sale.** Many different items available including pair of TR7 front brake calipers, 3.90 rear axle complete with drums, pre-1980 TR7 radiator, TR7 A/C condenser & A/C hoses, brand-new Addco add-on front swaybar, stock 1980 rear springs (TKC3300), brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil. Too many other parts to list. Call for more info, or to arrange a "viewing". David, Manotick, Ont. 613-692-4396 or dhuddleson "at" sympatico.ca

**1980 Triumph TR 7 convertible** 5 speed. Motor completely redone top to bottom for performance. Carbs also redone for performance and updated. Forged aluminum racing pistons, bored-over, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, K and N racing filters, performance clutch. Motor alone worth many \$\$\$\$. Two brand new performance mufflers included. Car needs top, carpet and some work to complete. Car has

been properly stored for several years. A joy to own since 1988. Call me today and enjoy it this summer for only \$3900.00. Marc. (905) 334 - 4242 Oakville, Ontario [studio3d1@hotmail.com](mailto:studio3d1@hotmail.com)

**1973 Spitfire for sale.** Engine is a 1971 1300CC., Transmission a 71 and it has an overdrive. The seats and interior have been redone but the driver's side is starting to wear. The engine compartment is very clean. Mechanically the car was redone from the frame up in 1995. The soft top is in good condition and we have a spare top and frame. Price \$7000.00 Our home # is (514) 932-9265 [carolyne-stephen@sympatico.ca](mailto:carolyne-stephen@sympatico.ca)

**1969 & 1972 TR6s Restoration or parts cars.** In heated storage for the past 12 years. Both complete, all interiors, glass and trim in good condition. Hard and soft tops, luggage rack, roll bar, minor body rust. 1 set new British rugs (black) 1 set New rockers. 1 set New "B" posts. Factory 8 track. Collingwood Ontario. Email or 519 924 0602 Tony.

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 Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

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@dfp-mpo.gc.ca](mailto:pattersc@dfp-mpo.gc.ca)

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

Tim Dyer

Tel. 613-253-4126

E-mail: [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

#### ***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***

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)

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