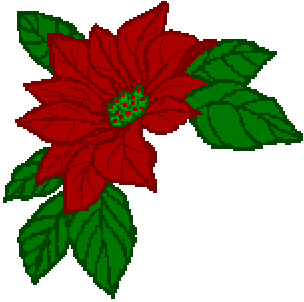




# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

*December 2005*



*Happy Holidays*

## *Letter from the editor*

Merry Christmas !!! It's that time of the year again. ....Sparky , the GT6, is back in our garage. There he sits in his Christmassy red glory, newly painted steel wheels polished with spit, shiny new bumpers on the rear end, colourful components lined up row by row, waiting for the kiss of the princess to bring him back to life... He's our project for those snowy winter days when a deprived Triumph owner is in search something to do.



Sadly the driving season has come to a halt. I too finally had to give in and winterized the Spitfire. I had been postponing, found excuses, hid the key, hid the Spit.

It's the same every year. In the end I had to give in, came to my senses and threw in the towel. The Firefly is now parked in her palace, waiting for spring and Sparky has been brought out of hibernation and I think he's smiling.

Thank God we managed one last drive on Sunday and it was nice. Armed with a thermos of hot coffee we had driven to Almonte, walked by the waterfalls, sat on a bench for a picnic, pretended it was still summer until we had to make a mad dash for the Spit because it started to rain. " This is IT, he stated... Hmm .. maybe not... she countered ". He was right. He usually is.

As I'm typing this, snow flakes are drifting past my window, a fire is flickering in the old wood stove, I spot shiny objects on the Christmas tree in the corner and I someone is broadcasting ' ho ho ' songs on the radio. However, I did see visions of wire harnesses in a box, and on the 4<sup>th</sup>. day of Christmas we are going to assemble the engine. Let the miracle of new birth grace the New Year and let this miracle be of red colour...

To all of you the best of holiday wishes, have a triumphant New-Year.  
Cheers Liv

## *OVTC Winter Bash.. at Tim and Sue Dyer*

*It's party time at the Dyer's again. Yes, our dear friends Tim and Sue have again graciously invited the club to party the winter blues away and, as most of you know, there's always a lot of good times, good food and good company to be found at the Kingscreek tree farm.*

*The date has been set. It's going to be January 14<sup>th</sup>. starting at 1 pm at it's going to be Pot Luck. Dinner is going to be planned for 5-6 pm. Please bring your favourite dishes and a lot of good cheer. There will be plenty of time for socializing, hay rides for the kids, sledding for the kids, big and small, off-roading in Jason's Jeep, walks in the woods and tours of the nursery.. Please dress warm for the out-doors.*

*If all else fails, no doubt, Jason will entertain us on the drums. See you all there. Please RSVP to Tim Dyer phone Tel. 613-253-4126 , e-mail [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)*

Please refer to the Events section of this publication for directions to the Dyer's

### *Letter to the Editor*

It's probably a good thing I didn't join you for the Fall Colours run, though I was disappointed at the time. I finally found out why it's been dragging around, coughing and sputtering and taking so long to start. Last weekend I wanted to get it ready to put away – so vacuumed and washed and lovingly dried at the local car wash on Glebe. Well, it wouldn't start for the ride home – no amount of coaxing and cajoling or wringing of hands would persuade it to do more than crank over. As it was 4:00 p.m. on a Sunday afternoon I had to leave the car at the carwash. Bright and early Monday morning I went over and – voila! It started! So I cheerfully took off on what I had hoped would be the last run of the year, finishing up tucked away in the garage.

Tooling down Prince of Wales with the sunlight and everything when we came to a red light on the other side of Baseline. Car stopped – and stopped. Phoned mechanic and he sent the doctor around (they make house calls!) – and still, mysteriously, it wouldn't budge. In desperation, called CAA and had it towed to the mechanic's, where it spent the week. I picked it up on Thursday – turned out it had a list of arthritic conditions – fouled spark plugs, but more importantly a tired old starter kit that needed replacement and considerable amount of gunk at the bottom of the carbs. But it starts now – first try!

It's been washed again, and waxed – and put under its blanket.

I can only imagine what would have happened had a joined you. A failure somewhere on the road would have been so disappointing! Those roadside rescues take time.

So I never made it to a rally but NEXT year.....

Cheers!  
Peg Duncan

Hi Livia,  
I enjoyed reading about how your came by the name of your Spit in the most recent newsletter.

Photos and illustrations are good, too.

Glad to see that John and Lori finally have a ride.



I am pleased, sort of, to convey that I have hung up my blue pencil as editor of the monthly Ottawa Valley Land Rover newsletter. After five years and with other responsibilities, I passed the pencil to Terry King last month. It's interesting to give up something over which one has had such control but freeing, at the same time.

Best of luck with your editor endeavours.

Cheers

Shannon Mannion

Hi Liv,

Just finished reading our monthly newsletter. If no one has told you yet, you do a great job of putting it together and sending it out to all of us. Many thanks. I just wanted to add to your naming a spitfire collection. As I have only owned "my78spit" (license plate) since May of this year, I did not have the pleasure of naming it before my friends christened it with "Bumble Bee". You see my spit is yellow as well with black trim. I guess it was the first thing that came into their heads. I kind of like it, I think it will stick around for a while.

Anyways just a little note to thank you for all your hard work with the newsletter and to add to your "Naming a Spitfire" collection

Thanks again

Evan E.T.(Evan)Davies

Liv:

I can understand those folks who have to store their cars away from home needing to get them put away before the weather closes in and traps them. But owners like us who store them in our own garages?? No way my Spit or my bike ever get put away until the first dose of salt goes down on the roads!!! I'm, still driving both and loving it!!

Bob Holmes

Hi Liv,

After reading the exchange of emails in the latest newsletter re choosing a name for your colleagues yellow Spitfire I would like to add my 2 cents worth if it's not too late. I suggest he call his yellow Spit "The Blonde". After all, Triumphs are very much like blondes in that they act very weirdly at the most unexpected times.

Cheers, Roly

1965 Triumph Spitfire MkII

a.k.a. The RedHead

Hi Liv,

When I went to get the license plate for it what came up was: ANNY 810. So I guess her name is "Anny"

Dean Hummel

Hi Livia,

Good idea you have, the freezing temps haven't any effect on you! Viv and I continue to enjoy "Overdrive" and the all the club news. Thanks for the tremendous effort. I have two names for my Triumph, my pet name is "my baby" or otherwise it is "TR".

Thanks & take care,

Ed Kaye

Hi Liv;

Here's my input. Without wishing to offend anyone, I just don't like naming any cars. Despite this, I suddenly thought of another idea for material for the newsletter, sort-of along the same lines as naming cars. It's a bit weird and you might not really like it, which I understand fully.

Anyway, the idea is to come up with a list of personalized license plate readings that would be fun to have on your Triumph. An example would be: On my dad's highly-modified Stag, his license plate read "EATSBMWS". Mine, on my Mk.1 Spitfire, was "RALLY TR", because Sue and I competed in Time, Speed, Distance rallies with it. On my TR3, I would like to have "TR3DOM" (a bit of a play on words from "FREEDOM"). I saw a really run-down Spitfire once, being driven in North Carolina. Its license plate was "SPATFIRE" (as in the past tense of "Spit"). On my dad's first Stag, in Wisconsin, the license plate was completely coincidentally "ANY 944". My dad's first Triumph (in the UK, where the license plate system is of course completely different), a highly-modified 2000 sedan, the first three letters of the license plate were "SWT", which we thought should stand for "Swift White Triumph".

It's just a silly idea....  
Tim Dyer

When, after a lot of the GT6 body restoration, the bright blue primer was finally applied the 'Smurf' was born. And we all know, when spring finally comes around, the driver of this little Triumph will be 'Papa Smurf' himself,

Andre Rousseau.

And, finally, for my two cents.

The Spit's name is 'Firefly' because she's made of fire and I make her fly. Also, she was a belated June wedding present, only about 30 some years late. I know the night's air in June is alive with fireflies.. and she is my 'personal' one.

The GT6 is named 'Sparky'. He named himself when I first laid eyes on him and, even though he was covered in a layer of dust and grime, he made my eyes sparkle. When we finally started to work on repairing his rusty body he sparkled even more, but for a different reason.. the sparks certainly flew when the welding was in full progress... all smiles....

Cheers  
Liv

Hi Liv,

I never really got around to naming our cars ... nothing ever stuck with the TR6 ... although we bought it in Laurel, Ontario and Laurel seemed like a possibility for awhile. The GT6 has been called Damson Damsel from time to time ... we had to rescue her from the cold of Buffalo!

Cheers  
Mike Graham

## *Obsolete Automotive Garage Sale*

*By Martin Burt*

While most of the OVTC were enjoying the beautiful weather for the Fall Colours Drive, I was on a whirlwind weekend trip to visit my wife's three siblings in southern Ontario. Fortunately, I was able to arrange the trip so that while Tracy spent time with her sister in Sarnia, I was at the Obsolete Automotive fall garage sale.



As I rolled up to Obsolete's building at 9am Saturday morning, the parking lot was already quite crowded. Amongst the

more mundane vehicles in the parking lot were a TR6 with petrol injection, a TR8 and also a '66 MGB rolling chassis for sale. I'd been to Obsolete once before, earlier this summer, however, on that occasion I stood at the counter and watched while the parts I wanted were retrieved for me from the depths of the warehouse. During the spring and fall garage sales, the warehouse is opened up, allowing customers to browse at will. The Obsolete staff and helpers from local car clubs were on hand to assist in locating items in the warehouse.

Helping myself to the complimentary Tim bits and coffee at the front door, I eagerly did a quick recent of the layout. The rows of shelves were filled with carefully hand-labelled boxes of MG, Triumph, Healey and Jag parts. The rear of the shop was filled with larger body panels and an assortment of larger used parts such as transmission, engines and seats. As I meandered the aisles, shopping list in hand, it seemed many of the customers were from area car clubs and many seemed to know the staff quite well.

The ability to actually see and handle the parts instead of looking at them in a parts catalogue was a valuable learning experience for a new TR6 owner. In many cases the parts boxes contained the same part from a variety of suppliers. For example I was able to pick up the older metal rear wheel bearing seals rather than plastic ones more commonly available now. Of course the downside (!!!) was that after almost 3 hours of carefree browsing and chatting with fellow shoppers, I'd filled my cart with many more parts than I had originally planned to buy. (Having never even looked under my carpet at the transmission tunnel cover, I'm not sure I needed the new plastic cover, but it seemed like a good thing to buy at the time.)

The staff at Obsolete are incredibly knowledgeable and helpful. I saw several of them opening boxes to show customers the contents of interior panel sets or seat covering kits. The prices were also quite reasonable with special "we pay the tax" pricing in effect for the day. I'm actually looking forward to next spring's drive down to visit my sister-in-law, carefully timed of course, to coincide with the spring garage sale!

## **CHANGES TO DRIVE CLEAN WILL END UNNECESSARY TESTING AND PROTECT THE AIR WE BREATHE**

### **Program Being Reformed To Save Ontarians Time And Money**

<http://www.ene.gov.on.ca/envision/news/2005/111801.htm>

TORONTO – The McGuinty government is protecting the environment and saving Ontarians time and money by improving the Drive Clean program with exemptions for newer, cleaner vehicles and a focus on older vehicles most likely to pollute, Environment Minister Laurel Broten announced today.

“Newer vehicles were passing Drive Clean more than 99 per cent of the time,” said Broten. “By focusing testing on vehicles most likely to pollute, we are protecting the air we breathe and improving the program’s efficiency and effectiveness.”

Drive Clean is Ontario's testing and repair program, designed to cut smog-causing emissions from cars, trucks and buses. Currently, the program requires light-duty vehicles that are at least three years old to be tested every two years to renew their licence plates. Light-duty vehicles that are 20 years old or more are exempt from testing. A recent science-based review recommended that the program be improved by exempting newer vehicles and focusing more strongly on older vehicles that are most likely to pollute.

Effective January 1, 2006, the program is being revised to focus on vehicles most likely to pollute by:

- ? Starting emissions tests to renew licence plates when vehicles are five years old, instead of three, because newer vehicles have much better emissions controls and three-year-old cars pass Drive Clean over 99 per cent of the time. Heavy-duty trucks and buses will also require tests beginning when they are five years old, instead of three
- ? Strengthening consumer protection and fraud prevention by making it an offence under the Environmental Protection Act to create, distribute or use false Drive Clean passes and making it easier to decertify emissions inspectors who create, distribute or use false Drive Clean passes

As well, 20-year-old light-duty vehicles, which have a high risk of being serious polluters, will now require testing, with 1988 and newer model year vehicles staying in the program.

Further changes to the Drive Clean program are also proposed:

- ? Requiring annual testing for vehicles 12 years old and older
- ? Increasing the amount vehicles owners must spend on repairs should their vehicle fail its Drive Clean test from \$450 to \$600
- ? No longer requiring a Drive Clean test for an ownership transfer between family members, or when a vehicle lease is bought out by the lessee
- ? Using the vehicle's own on-board computers for testing 1998 and newer vehicles

"We are looking forward to what the public has to say about Drive Clean and how it can be improved because we believe that a licence to own a vehicle is not a licence to pollute," said Broten.

Both Drive Clean's new and proposed changes have been posted on the Environmental Bill of Rights Registry to provide interested parties with the opportunity to review the changes as a whole and provide comments. The posting can be viewed for 60 days at <http://www.ene.gov.on.ca/envregistry/026516ep.htm>

## ***Tech Talk***

For those of us who have overdrives, this month's article on Quantumechanics' website is a "must read". It's written by John Esposito, who makes his living rebuilding transmissions and overdrive, and who does a very good job at it. <http://www.quantumechanics.com/categories.php?op=newindex&catid=11>

## ***Obscene power for small, British Cars.***

How fast will you be?  
Here's a supercharger in a GT6. Check out this site.

<http://home.mchsi.com/~downersteve/wsb/html/view.cgi-home.html>

Here's a mention about a supercharged Spitfire... <http://members.boardhost.com/GT6-Spitfire/msg/11777.htm><<http://members.boardhost.com/GT6-Spitfire/msg/11777.htm>>

Another SC SPIT link  
<http://members.boardhost.com/GT6-Spitfire/msg/11575.htm><<http://members.boardhost.com/GT6-Spitfire/msg/11575.htm>>.

"Speed takes money. How fast do you want to go?"

## ***Just for laughs***

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light.

Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used for levering an automobile upward off a hydraulic jack handle.

**TWEEZERS:** A tool for removing wood splinters.

**PHONE:** Tool for calling your neighbour to see if he has another hydraulic floor jack.

**SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dogshit off your boot.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

**TWO-TON ENGINE HOIST:** A tool for testing the tensile strength on everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large prybar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over tightened 58 years ago by someone at ERCO, and neatly rounds off their heads.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50¢ part.

**HOSE CUTTER:** A tool used to cut hoses too short.



**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

**EXPLETIVE:** A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

## Race Rally Action

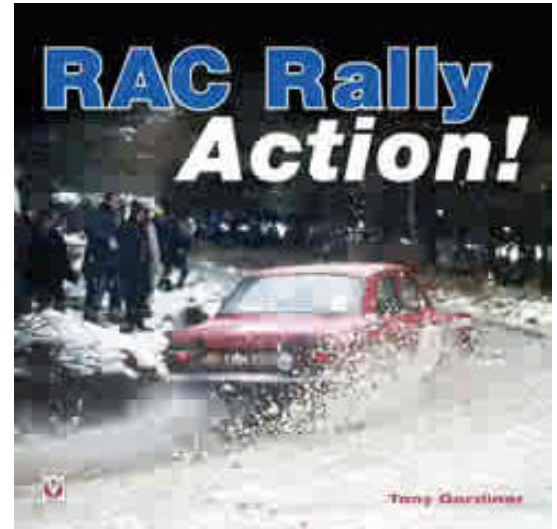
The next best thing to being there!

Covering the pre-WRC 'Rally of the Forests' period

An incredibly detailed and highly illustrated review of a great era of rallying

Over 250 photographs, most of which are published for the first time  
Reproductions of rally documents, including regulations, programmes, road books, and crew notes

Synopsis :



This book truly represents an enthusiast's view of the RAC Rally: allowing you to relive the events if you were there, or offering the next best thing if you weren't.

Tony always took a week of his annual leave to watch 'The RAC', and reckons he covered more than 28,000 miles chasing rally stages around the country. Luckily for us, he always took his trusty Zenit camera and recorded hundreds of moments of RAC Rally action, each now frozen in time for posterity. These images, which have not previously been published, have an energy which brings the rally back to life and reminds us how far removed modern rallying is from the much simpler pre-WRC era.

For all who love the 'Rally of the Forests' period of top level rallying, here is an incredibly involving evocation of three decades of great motorsport. All aspects of the event are covered including rare photos from manufacturers' archives, rally documents (regulations, programmes, road books, crew notes), and a full colour cutaway illustration of a famous winning car.

This publication has full approval of the Royal Automobile Club and the Motor Sports Association.

## BMC Competitions Department SECRETS

By Marcus Chambers, Peter Browning & Stuart Turner

Published August 2005 (UK)/October 2005 (USA)

ISBN 1-904788-68-8 / UPC 636847-00368-5

£24.99 UK / \$49.95 USA

For the London to Sydney Marathon, team instructions included the recommendation that a firearm be carried by the crew of each car ... "A small pistol which can conveniently be located under cover in the car is what we have in mind" ...

### BULLET POINTS

Be prepared! - much of this is sensational

The truth behind the Mini's Monte Carlo disqualification in 1966

Never before published photos and internal memos and documents

An insight to the politics of BMC and its movers and shakers

Details of planned prototypes



Limited edition! 251 copies signed by all three authors available from the MG Car Club in Abingdon +(0)1235 555552/<mgcc@mgcc.co.uk>/<http://www.mgcars.org.uk/carclub/>

#### DESCRIPTION

The revealing and surprising inside story of the legendary BMC Works Competitions Department told by the three Competition Managers of the highly successful BMC/British Leyland race and rally teams based at Abingdon. The book reveals the inner workings and machinations of one of the most successful motor sport teams Britain has ever seen. Based on previously unpublished internal memos and documents, and the recollections of the prime movers, the book describes the ups and downs, and the politics of big time competition in an exciting era. An excellent and entertaining read and an important factual documentation, no motor sport enthusiast should be without this book.

#### THE AUTHORS

Marcus Chambers - BMC Competition Manager 1955-1961, the period during which the Works Austin-Healey was in its heyday. Stuart Turner - BMC Competition Manager 1961-1971, the era of the Works Mini. Peter Browning - BMC Competition Manager 1967-1970, when the Department closed, this was the period when the Works Sebring MGC was at the fore.

#### SPECIFICATION

Hardback. 192 pages. 250mm tall x 207mm. 205 photos and illustrations.

#### MORE INFORMATION

View sample pages and sample text on our website - <http://www.veloce.co.uk>

#### IMAGES

Cover images in various resolutions available from Veloce or can be copied from our website - <http://www.veloce.co.uk>. Press images available from Newspress <http://www.newspress.co.uk>

#### RETAIL SALES

Veloce books are stocked by or can be ordered from bookshops by quoting the correct ISBN number. We will also take orders direct: telephone - 01305 260068 (0044 1305 260068 from outside UK), fax - 01305 268864 (0044 1305 268864 from outside UK) or e-mail - sales@veloce.co.uk. Books can also be ordered on our website - <http://www.veloce.co.uk>

FOR MORE INFORMATION CONTACT KATE ON 01305 260068/e-mail <kate@veloce.co.uk>

Note: All details subject to change.

### Memorium

**Sadly missed in the Triumph community is Donald Malling of Tiffin, Ohio, who lost his battle with cancer. Our thoughts and prayers are with Don's family and friends.**

The e-mail below was sent to Michael Graham.

*My name is Michael Malling, I'm Don's son and I'm sorry to say that Dad passed away Saturday morning. For those of you who knew him, you were probably aware of his battle with cancer. When he first went in for treatments, he left instructions on how to join these groups so I would be able to both notify all of you, and to eventually sell some of the cars and car parts if anything were to happen to him. We are not planning on doing anything with the cars/parts until after winter when we have a bit more time to go through everything. If anyone would like to be kept in the loop about funeral services, please e-mail me at malling\_michael@hotmail.com they will most likely be held in Tiffin, OH in a couple weeks. Dad always enjoyed and spoke fondly of these message boards and the guys he met through them. Please feel free to contact me with any questions you may have or if you want to know about the arrangements being made.*

## Events

January - no meeting

January 14<sup>th</sup>. Winterbash at Tim and Sue Dyer, please refer to page for details.

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).

**February, 28<sup>th</sup>. OVTC meeting, speaker Tim Dyer..subject.. A special Triumph..**

For more OVTC and other car-related events in the planning stage check out web site <http://www.ovtc.net/>

## Classifieds

### Reminder from the editor

I have set up a mailing list for club members who would like to have current Triumph ads - that are sent to me or Andre, our web master - e-mailed to them. The reason for this is to provide instant information about parts or Triumphs for sale to our members. Since our news letter is published monthly, some of the ads, by the time you may read them in the news letter, may be four weeks old. The mailing list will provide you with immediate information. If you would like to be added or removed from this special mailing list, please contact the editor at [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca).

**E.T. (EVAN) DAVIES, ABR**  
ASSOCIATE BROKER  
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www.et4homes.com  
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ROYAL LEPAGE  
Team Realty  
REALTOR/REALTOR ASSOCIATE

**For sale Triumph TR3 and TR4 parts.** After completing the restoration of both a TR3A and a TR4A, I have many parts left over that I no longer need and would like to see go to a good home and put to use. Too many parts to list here but if you click on <http://ca.geocities.com/adrio@rogers.com/forsale.htm> you will find a list. In short I have a TR3A parts car and a TR4A parts car that I would like to sell off (no engines, but some engine parts though). I am not asking much for these parts and any reasonable offer will be accepted so that the parts can be put to use. Located in Ottawa. Email me at [adrio@rogers.com](mailto:adrio@rogers.com) if you have any questions.

**TR6 Dashboard wood panel for sale** Gilles Pilon et Viviane Proulx [proupil@arobas.net](mailto:proupil@arobas.net)

**Outstanding TR6** in desirable Pimento red, with 45,100 fully documented original miles. Original, factory convertible top with clear glass, original interior and seats, carpets, and the factory dash is perfect-it has not been re-finished! The jack is still in the factory cardboard box, the tonneau cover is brand new and the original am/fm blaupunkt radio is in perfect working order. The 2005 upgrades include installing dot 5 silicone brake fluid, stainless brake lines, thrust washers in the engine, correct Michelin redlines, correct brushed aluminium trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact [mhord@ca.inter.net](mailto:mhord@ca.inter.net), or call (416) 429-2412 (evenings only)

### **78 Spitfire 1500 FS**

Making way for another project. My 1500 is for sale. Very clean car. Runs and drives great. Have the hardtop as well. Recent tires, carb overhaul and Pertronix conversion. Carmine Red. Black interior. Photos at the link. Asking \$6000. Email me at [todd.st@rogers.com](mailto:todd.st@rogers.com) if interested. Car located in Ingersoll, Ontario 2 minutes from HWY 401

<http://ca.pg.photos.yahoo.com/ph/todd.st@rogers.com/album?.dir=/1c2a&.src=ph&.tok=phPkL1DB2vguoCyW>

### **Beautiful 1980 TR7 For Sale (Private Sale)**

This car was originally purchased in Winnipeg, Manitoba and driven to Ottawa in September 2004 (without a hitch I might add). It has 116,000 original KM, possesses a manual choke, 5 spd. transmission and has a new tan leather interior and new carpets. Top is new as well. This is a turn-key vehicle that is absolutely a pleasure to show and drive. Reason for selling – recently bought a TR8. Car is located in Orleans, east of Ottawa. Phone (Jeff) 613-824-6630. Asking \$7500 o.b.o.

**1972 Triumph TR6 \$ 12,750.--**We just started a family. I won't have enough time to use my TR6 so I have to find a good home for it. Excellent body and underside. Paint (fire engine red) shows very well with few scratches. The interior is in excellent condition (just had the seats reupholstered). Clutch professionally replaced in 2003. Several upgrades including shoulder belts, electronic ignition and spin-on oil filter adapter. Electrical system sorted out in 2000. Stored in dry, heated garage for the last 5 winters. Original steel wheels with Dunlop D60 215 60 tires that have little wear. All in all an excellent driver. Please contact Alain at 613-948-1432 (work) or 613-742-1557(eves and weekends before 9 p.m.)

### **1971 Triumph GT6 Plus (MKII) A hard to find model**

A great handling car with lots of get up and go. Exterior color is green with black interior. 2.0 Liter engine, dual carburetors, 4 speed trans. Differential was replaced late 2004. (Still have the old one) Car has very little corrosion; suspect car was restored in mid to late 90's. This daily driver was re-certified late Apr 05, has some extra parts as well as original workshop manual. Can be seen by appointment only, call after 5 PM. (613) 837-0555 \$5,000.00 Firm.

**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.

**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 sway bar, 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)

**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 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)

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