



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March 2006



***When they're hot, they're hot.....
OVTC members at the AVTP office to check out the newest cars on the market***

Letter from the editor

With a mighty huff, and an even mightier puff, the engine of our GT6 finally roared to life. The Monza exhaust certainly made an entrance when the engine, after several battles with leaky head gaskets, finally co-operated. When all of this happened, one fine Sunday morning in February, dog and cat took off in fright and I run to the camera to capture this fine moment on film. The sweet rumble of success.

The sounds - and the all so familiar fragrance - triggered memories of the vintage race last year at Mosport. Since I'm just working on an album of a collection of vintage racing photos, I thought I'd print some pictures of the race in this month's news letter to inspire everyone to make plans for this year's summer events. Check them out in some of the following pages.



Winter still has us in its grip [and also in hibernation] in our garage where the work on the GT6 continues. How are things at your home... I'm sure most of you will be just as anxious to get those Triumphs auf of winter hibernation and all polished up. See you on the road, hopefully soon.

Cheers
Liv

Message from the president

Our February meeting at the ATVP offices was a quite a treat. I felt like a kid in a candy store. There is a brief description and some pictures from that evening elsewhere in this month's newsletter.

For the next meeting on March 28, we will be back at the Manordale Community Centre. After a long absence from the regular meeting site, we will once again be back at the clubhouse for our meeting this month. Tim Dyer will be giving us a special presentation on some of British vehicles we may not have seen in this country. He's been collecting photos and other information for years, and will be sharing some of his personal memories of these cars, so this should be a really interesting evening.



Sid Woznica is putting together a Go-Karting event for the club most likely in mid-March for anyone interested. We did this a couple of years ago and it was a lot of fun. We have to pre-pay to reserve the track, so he will be sending out an email to see how many people are interested in participating. The annual multi-club darts tournament is fast approaching. It will be on Saturday March 25, at the Greenfields Pub in Barrhaven. More details are elsewhere in the newsletter. Come on out and enjoy a social afternoon with the members of our club and the other British car clubs in Ottawa.

Over the next few weeks we will be trying to get together a draft list of our driving and social events for the coming season. The intent is to have a few ideas together to discuss at the March meeting and then publish the draft list in the April newsletter. A date is not selected yet, but as promised last fall, our first driving event this spring will be east of Ottawa, since that event had to be postponed last year due to bad weather. If people have other suggestions or have been working on a fun driving route they would like to share with the club, please let me know over the next few weeks so we can include it into the plan.

The next meeting of the organizing committee for the Ottawa British Car Day will be on March 14 so I don't have much new information for you today on the planning for the event. We have filed our vendor and food permit applications with the city of Ottawa, and based on my discussions with the relevant departments at City Hall, don't expect any problems receiving them. Alan Graves from the Jaguar club has been working on an information flyer and cards to place on the windshields of British cars spotted around town. They are being printed this month, and I should be able to show them to you at the March meeting. In another couple of months we will start asking for volunteers to help out at the show, but that can wait for now. We are working on a pre-registration process to help streamline your arrival on the event day, and should have more information on that later this month also.

See you on March 28th at the Manordale Community Centre.

Cheers,
Don LeBlanc

Letters to the editor

Hi Livia,

Thanks once again for another great newsletter.

Here is another of those "off a TR list" references. This one reports on what is claimed to be an independent scientific test of a K&N air filter and one from a BMW. Unfortunately, the source document for the test results is not provided, just the author's report. Might be of interest to our readers though.

<http://www.911turbo.com/turboclub/board/board.php?messageID=72865>

Mike Graham

Hi everyone,

<http://www.racingflix.com/getvideo.asp?v=1407&p=6>

Here's the description from the Top Gear website:

“Programme five saw James setting out to find a convertible a man can drive, the Triumph TR6. We took a look at two Porsche 911s including the one that tries to frighten the life out of you. The 911 turbo. Jeremy had some fun in the Renault Clio V6 which really is the ultimate bloke hatchback.”

http://www.bbc.co.uk/topgear/series_2/

(I don't necessarily agree with the TR6 being meant for a bloke – what do you guys think?)

Cheers on a cold and glassy February Saturday!

Peg Duncan

Here is a link to some Triumph videos, sent in by Paul Mc Donald. Thanks Paul.

http://www.bowler.fslife.co.uk/triumph_tv_adverts_from_the_1970s.htm

Hi everyone

Here is another choice for Triumph parts that I hadn't heard about until recently. **Rock Auto – Auto Parts On-Line** I received an email from Rock Auto this month offering a special discount to our club members. Please contact me for the club discount code if you're interested in ordering from them. I've not purchased anything from them yet, but Mike Graham has and was satisfied.

Their website is www.rockauto.com

Don LeBlanc

February 28 Meeting at ATVP

By Don LeBlanc

On February 28, we met at the offices of the Advanced Technology Vehicles Program. This is a department of Transport Canada tasked with testing new vehicles for regulatory compliance before approving introduction to this country. Sounds dry, doesn't it? Not a chance! I felt like a kid in a candy store, and these guys are really enthusiastic about what they're doing. And I thought I loved my job...

We were given a brief overview presentation of the department's mandate and some of the things they have been testing by John Neufeld from the ATVP. It was a very interactive session and John was a great speaker and very informative. We then freely wandered around and sat in and poked at the cars currently under test, with John being available to lead us through particular points of interest and answering all of our questions.

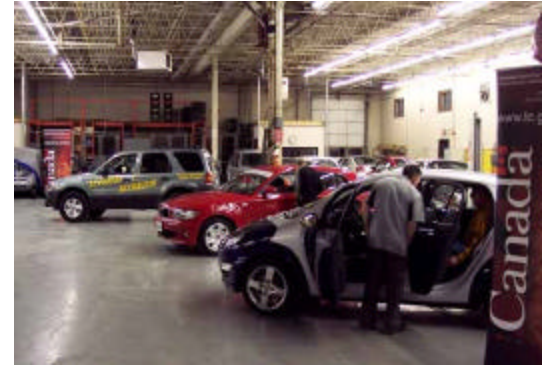


One of the most interesting things I learned that night was that often the reason we do not see particular vehicles here is not because they aren't approved for our market, which has always been my belief. Oftentimes, a car has passed the regulatory phase, but is then held back by the manufacturer from Canada for commercial or other reasons. Our market is just too small to justify the expense of introducing a new model if that vehicle is not also going to sell in the United States. Since the car buying habits of the two countries are so remarkably different, this problem arises quite frequently. Last year the most popular vehicle in the US was the Ford

F-150 pickup truck – in Canada it was the Honda Civic. Talk about your differences in the car buying public!

From Mercedes-Benz, we saw a Smart Car Roadster and a Smart Car 4 seater. There was a Hybrid SUV, a new BMW model, a Honda wagon, and dozens of motorcycles and electric bicycles and other vehicles. I don't know where to begin.

There were just so many vehicles there, and so much to talk about, but I think one of the highlights for many of us was the Audi A2. This 3 cylinder diesel seats 4 people quite comfortably and gets over 110 mpg on the highway (rated at 2.66 L/100km). On a test this past summer, John drove it to Charlottetown on \$35 of fuel (averaging 113 mpg in real life conditions). I was just there this year in my RV, and I can assure you it cost me a lot more that. This car has passed all of the regulatory hurdles, but is being held back by Audi because they aren't convinced it will sell. The price is likely to come in at or above \$30K CDN which is clearly a lot of money for a smallish car. Personally I think it would sell, but I can see their point.



It was a great special event club meeting, and everyone present seemed to really enjoy themselves. It's fun to hold these kind of events once in a while even though they are not directly Triumph related. It was informative and very interesting.

In a postscript to the February meeting, we found out that the ATVP do their crash testing in Blainville, QC. We've been talking about doing a 2 day trip with the club for some time now. Would anyone be interested in a trip to

Montreal this summer, that would include an afternoon north of the city at Blainville to see this aspect of the testing? I bounced the idea off John on Tuesday night and he thought this would be possible if there was interest from the club in doing it. Let's talk about it..

Don LeBlanc



Rumblings at Mosport

Picture by Liv Haasper



Pictures by Liv Haasper

Tech Talk

When two, three and four is not enough

Parking. Do we ever have enough parking space. British cars seem to multiply. First there was one, then there was two, then there was the old rust bucket that could make the parts car for number one, and another one for number two.

A friend of ours, at one time, was chasing every tow vehicle containing a British Car “ Hey, we’re you going with’ THAT? For fifty bucks drop it off at my house”. Those cars were then nicely parked on his country lot until the family moved to the city. Those were the days.

Some of us have large, spacey garages but then there are people like me who toy with the idea ”let’s go up, Let’s see if we can stack’em “. . . . This is how the idea of a Parking lift was explored.

Someone asked:



"I'm getting more and more serious about buying a 4-post parking lift, since I have 3 cars and 2 garage spaces. (The garage is 24x24x12, fortunately).

If anyone has any advice, especially based on an actual experience, I'd love to hear it was the question"

So, the letters came in explaining..

"I have one, don't know how I lived without it. I don't use it for parking but as a work lift. I bought it from:

<http://www.completehydraulic.com/cl8000csp.htm>

I have the cl8000csp. Cost ~\$500 to get it from IN to ME. Took five of us an afternoon to assemble.

One word of warning, it took forever to get the thing - I ordered it in early October and it did not arrive until mid-January. That was last year, I have used it a ton with no problems at all."

K.

"The vendors usually have detailed diagrams and dimensions of the lifts so you can do the math. They have photos showing two cars stacked in an 8-foot garage, but they are usually a pair of Ferraris, not Ford Explorers. Actually, my garage doors are rather low (about 6' 6"), and when they roll up, they leave a huge wasted area between them and the ceiling. I will probably have to re-do the tracks so that the door goes up as far as possible before going horizontally. Then it would eat only a couple of feet of space at the front of the garage.

D.

"A friend in Chicago had an Eagle lift,

<http://eagleequip.com/page/EE/CTGY/LI>, which he loved. Sold it when he moved to Missouri and bought a house with a four car garage. His only advice, make sure the upper auto doesn't leak !! :-)"

Ken C.

"I was talking to someone that rigged up a "diaper" underneath the top car."

R.

Well, for Wilf and I, we're lucky we have a Spit and a GT6 and they fit into the single garage, side by side. It pays to have small cars. But, if we'll get another Triumph we'll 'stack 'em ...

Liv

Rust removal???

A lot of people swear by it. Check this out.

http://stovebolt.com/techtips/rust/electrolytic_derusting.htm

Annual Multi-Club Darts Tournament – March 25 – 1:30 pm start British cars, pubs, and darts They just go together.

The annual multi-club darts tournament will be held on Saturday March 25. Invitations have been sent to all of the other British car clubs in the area,. The preliminary responses from the other clubs have been encouraging, so we're hoping for a decent turnout. We will be playing at GreenFields Pub in Barrhaven. They are located at 900 Greenbank Road, Unit12, Nepean. It's just a bit south of Fallowfield, near the Food Basics store."Their phone number is 823-9900. Playing starts at 1:30 pm, so please try to arrive a few minutes before that if possible so we can set up the playing order.

Everyone is free to just show up on the day of the event, but if you would like to register your team beforehand, please send an email to me (dleblanc@businessaccelerators.ca) and let me know. Although it is not required, it would help me to receive an indication from people who know they are coming just to give me an idea of approximately how big to make the game ladder. We'll have prizes for the winners and losers. Come on out for a nice social afternoon of beer and darts with the members of the local British car clubs.

TRIUMPH TR250 - TR6 ELECTRICAL MAINTENANCE HANDBOOK

Written by Dan Masters, a retired electrical engineer and Triumph enthusiast, this book is a "must have" for anyone who wishes to do their own repair and maintenance on their Triumph TR250 or TR6. The book is written simply enough for even the most electrically challenged to be able to follow the detailed, step-by-step troubleshooting procedures. For those with a broader knowledge of electrical fundamentals, or for those who would like to have a better understanding, there is enough theory included to satisfy them. In addition to the general theory in the first section of the book, each specific chapter has a detailed description of the subject circuit, providing an in-depth understanding of the circuit operation.

The book has 200 pages, 34 chapters, 223 diagrams, 49 photographs, 43 troubleshooting flow charts, and 8 large scale (11" X 17"), complete foldout schematics. It is printed on a laser printer (each book is an original - no copies) at 1200 DPI, on 24 pound, super white paper, for crisp legibility. It is bound with a plastic comb binder so it will lay flat on your workbench, and has clear plastic covers, front and rear. For further details, write to the address below, or send an e-mail to: DANMAS@aol.com
<http://members.aol.com/danmas6/>



Triumph TR2/TR3 Registry

I received an email this month from someone named Pier Franco Princivalle in Italy who is trying to set up an on-line registry of TR2 and TR3. Since there is already a very complete registry in existence for these vehicles at the International TR Registry site, I'm not sure about this new list, but I'm passing it on to let the club members make their own choices.

His website is at : <http://web.tiscali.it/registroitiano3/english.htm>

Don LeBlanc

Just for laughs

A young Nun, who worked for a local home health care agency, was out making her rounds when she ran out of gas. As luck would have it there was a gas station just one block away.

She walked to the station to borrow a can holding enough gas to start the car and drive to the station for a fill-up. The attendant regretfully told her that the only gas can he owned had just been loaned out, but if she would care to wait he was sure it would be back shortly. Since the nun was on her way to see a patient, she decided not to wait and walked back to her car.

After looking through her car for something to carry to the station to fill with gas, she spotted a bed pan she was taking to the patient.

Always resourceful, she carried it to the station, filled it with gasoline and carried it back to her car. As she was pouring the gas into the tank of her car, two men watched her from across the street.

One of them turned to the other and said: "I know that it is said that Jesus turned water into wine, but if that car starts, I'll become a Catholic for the rest of my life!"

Canadian All British Reliability Run

With Blake Discher's blessings, (who has done a great job organizing the ABRR), John Kearsley, in Elmira, Ontario is organizing an Canadian All British Reliability Run. It's called "the Rocky Shore Run". It starts from Cambridge Ont., heads over to Grand Bend, which is on the eastern shore of Lake Huron, and up the shore line. The run will continue up the Bruce, then across at Lions Head to the Georgian Bay shore road, to an over night stay in Owen Sound. The next day there is a stop at the local airport for some pics then some more shore roads over to Barrie.

The route goes down through some very nice winding roads through the scenic Hockley Valley back to Cambridge. This route is short of 700 miles(not Km's) over the two days. The route follows back and paved roads (no gravel). So all Spits and Gt's who would like a challenge, fun and a chance to raise money for this years charity which is Camp Trillium Children with Cancer. Please go the web site abccr.org on Friday and more detail will be there. Please note that 100% of all funds raised go to the camp as every team picks up their own expenses. The run is the weekend of Friday September 22 to Sunday September 24, 2006. If you have any questions at all please e-mail me and I'll be more than happy to answer them. I have been on two of the ABRR runs and have enjoyed them very much. It was very enjoyable meeting fellow Nass members and sharing a pop or two.

CBCCR route person John Kearsley

Elmira Ont North American Spitfire Squadron member # 171, 1976 Spitfire.

US All- British Reliability Run

Please mark your calendars:

EVENT: America's British Reliability Run

SPONSOR: Little British Car Company <<http://www.lbcarco.com>>

WHEN: October 14-15, 2006.

EVENT WEB SITE: <<http://www.abrr.org/>>

WHERE: Ohio, West Virginia, Kentucky

WHAT: 700-mile, 30 hour drive benefiting children with diabetes

Drivers solicit donations to help meet a per-car goal of \$500 for The Diabetes Association of Greater Cleveland's youth camp, Camp Ho Mita Koda. Money raised is earmarked for financial 'camperships' for families who may not otherwise be able to afford to send their child to camp. Last year's run raised more than \$40,000 for children battling cancer.

WHY: To raise money for a good cause and have fun in our vintage British cars.

The event is open to any British marque vehicle. Up to 50 British cars may participate in this, the fourth annual run.

Automobile Magazine ran a six-page story on last year's run. <http://www.abrr.org/eventdetails/priorrunrecaps.shtml>>

Please help, get the word out by forwarding this message to other British car owners, clubs, and lists you may be on.

Thank you.

Cheers,

Blake Discher, event organizer

With your help, we did it! We raised more than \$40,036 for the National Children's Cancer Society by driving our vintage British cars in the 2005 America's British Reliability Run. Please visit <<http://abrr.org/>> to learn more about the run.

Thank you!

Events

March 28th. OVTC meeting 7.30 Pm Presentation by Tim Dyer. The presentation will be an overview of Triumphs of the 1960's and 70's that never made it to North American shores (or if they did, only in small numbers), but which formed a large part of the company's business in the UK and mainland Europe. Given that we only see a limited range of Triumphs in North America, when compared to large number of different vehicles offered in Europe, I think the presentation might be quite enlightening.

April 23 6th. Boot n' Bonnet Annual Auto jumble, Portsmouth Harbour, Kingston, 10 am – 2 pm Richard Woodley at 613 067 0267 or rlw@magma.ca

May 20 -21. Can. Am. Swap meet & flea market.. Colonial Fun Park on Rt. 11B, 2-3 miles northeast of Potsdam NY. Buy or sell... Set up free May 19th. from 5 pm to 8 pm .. Please feel free to contact: Thomas Sawyer-315-393-3922 ramcat@localnet.com, Susan Stiles-315-769-044 canamswapmeet@yahoo.com, Bill MacIntire-315-384-4520 wmacinti@tcny.rr.com, Darrille Raville -518-483-894 draville@starband.net

May 21 -23 Carlisle Import-Kit /Replica Show. <http://www.carsatcarlisle.com/>

May 27 – June 4 British Car week Drive your British Car to spread awareness in your community.

June 24 -26 Vintage Races Mosport , Ontario

July 10 Merrickville car show.. ‘cruise and shop’. <http://www.merrickville.net/cruiseshop/>

July 14, -16 Toronto Triumph Club Canadian Classic. Hosts : George Christie and Dwight Dyson with Robin Searle Georgian Manor Resort & Country Club, Collingwood 705-445-9422

July 15 .. ABCD All British Car show in Ottawa, dedicated to showcasing and celebrating the complete spectrum of British marques. Situated on the historic lake side gardens of Britannia Beach, Nepean. There will be a charge of \$20 for participants which will include lunch for two, and entry in the draw for door prizes. Admission is FREE TO THE GENERAL PUBLIC. The show will be from 10 AM. to 4 PM.

All British Car Day Concept: British Car Clubs in the Ottawa Region have combined forces to create an annual event to showcase their cars, trucks and motorcycles. Our intention is to promote both a social occasion for British marque owners, as well as a community event for the enjoyment of the general public <http://www.britishcarday.ca>

August 6-7th .. Roadster Factory summer party in Armagh , PA. <http://www.the-roadster-factory.com/>

September 9 -11 Watkin's Glen Vintage Races.

September 18 Toronto Triumph Club Biritish Car Day at Bronte Provincial Park <http://www.britishcarday.com/>

September 14-17, 2006 The British Invasion in Stowe , featured marquee this year will be Triumph. Check out the web site, www.britishinvasion.com. They have photo archives of the various cars including a link that shows almost every car as it entered the field in the morning.

September 22- 24 Canadian British Reliably Run, “ the Rocky Shore Run” , Elmira, Ontario, www.abccr.com

October 14 -15, 2006 US British Reliability Run.. contact Blake Disher, <http://abrr.org/>

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

Classifieds

1972 TR6 project for sale

I've just bought a 1965 Volvo PV544, so our 1972 TR6 project car has to go in order to partially pay for the Volvo. Here are the details: Two cars were completely disassembled with the intention of making a good one. The bad bits were discarded. The chassis is nearly done and seems quite solid. Lots of desirable components, like 'J'-Type overdrive, roll-over bar, header, set of good redlines on rims, brand-new floorpans--the proper ones--never fitted. A few parts missing, but I can source almost all very cheaply among friends. Many parts duplicated. Rebuilt alternator. Decent black seats, some work done on the body (lots left to do!). Might consider splitting up if the higher-dollar parts go first. Will deliver free if not too far. Looking for offers, but bear in mind I have to get as much as possible in order to reduce the purchase cost of the Volvo. Contact Tim Dyer at 253-4126 or kingscreektrees@aol.com Carleton Place area.

1980 Triumph TR 7 convertible. Real attention getter! 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, dual modified carbs. K+N's, plus more. Car needs vinyl top, rocker panel repair and carpet to complete. Properly stored for several years \$3990.00. Owner since 1988. 136K Marc. (905) 334 - 4242 Oakville, Ontario
Email: studio3d1@hotmail.com

1980 Triumph TR7 convertible, 106,983 kms - 3rd owner - never winter driven, 5 speed - new tires - cd player - mechanically sound no rust but needs a paint job to be really nice, fun to drive and runs well ! asking \$5500.00, pics available , (514) 808-7105 or jofas@videotron.ca - car in Montreal area
Joe Fasoli

For Sale: 1975 TR6; French Racing Blue: \$29,999 CDN / \$25,999 US

Background:

The car has been had numerous upgrades, following the "Triumphtune Pluskit D" specifications as well as performance upgrades outlined in the "Kas Kastner Performance Manual". While maintaining a stock appearance, power has been increased to ~160hp. When the car goes to the British Car day (Bronte, Ontario), it always receives a "top 3 in class" placing (~75cars in the class / '73+ Rubber bumper).

Engine:

The engine was rebuilt John at BVR (British Vintage Racing). Triumphtune (TT): Tubular pushrods; TT "Fast Road 83" camshaft; TT Lightened Cam Followers (lifters); .30 Over pistons; TT: Competition 16 row Oil cooler (5/8" unions) with TT braided Aeroquip lines and thermostat

I have owned the car for close to 20 years, but other cars in the garage have necessitated the possible sale of Bluey. The car has been treasured and pampered during this time, and is now looking for a new home.

Contact: Mark Armstrong (Oakville, ON), cell: (416) 471-5613 (5-9pm), bluetr6@sympatico.ca

Cell: 416-471-5613 ,

2380 Valley Forest Way,

Oakville, ON

L6H 6W9

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 if you have any questions.

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, 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 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

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

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

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

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)

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