



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

We're on the web at <http://www.ovtc.net>

June 2006
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Letter from the Editor

JUNE.. Summer time, summer driving, longest day of the year, mosquitoes squished on the windscreen while driving home under the stars, scents of lilac drifting by as we drive along those winding country roads. This is what Triumph drivers have been waiting for all winter long. But what happened to the month of MAY ? It seems the rain would never end. Cold nights and cold days kept us from driving and it seemed that Triumphs were parked in the garage for too long and didn't see the day of light.

But, while we were checking the barometer, listened to the weather forecast in the hope to get some good news, some club members were busy organizing for the Big show of the year, the ABCD show in July. Wilf and I are making plans to attend the vintage races at Mosport and a few other car related events. Hope the weather will co-operate and I hope to see you there.

Cheers Liv



Hudson Car Show

Submissions to the 'Overdrive' by members and non-members are always welcomed and appreciated.

If you have a story to tell, a report about a restoration to share with us, please write to me at :

Livia Haasper
2481 6th line Beckwith
R.R. 6 Smiths Falls, Ont.
K7A 4S7
Tel. 613- 257- 5742
Fax. 613-257- 5742
E-mail :

wilivhaasper@sympatico.ca



Message from the president

Note that we have planned a special event in lieu of the regular club meeting on June 27. To get out and enjoy the countryside a bit, we will be having dinner and the club meeting at the Swan on the Rideau in Manotick. The plan is to meet at our regular location (Manordale Community Centre) at 6:45-7:00 pm (note this is earlier than a regular club meeting). We will leave as a group at 7:00 pm and go on a short country drive to the Swan. The planned route isn't directly there, so it will be about a 30 minute drive. If you would prefer to go directly to the Swan, plan to be there around 7:30 pm. We have reserved the upstairs area from 7:30 pm onwards. We haven't confirmed our guest speaker yet, but are working on it

It's time!!! We really need to know who will be volunteering to help out on July 15 at the All British Car Day. We need your help to make this day a success. Please let me know by email (dleblanc@businessaccelerators.ca) if you will be able to help and tell me if you have preferences about time of day, or specific areas to help. Because all of the clubs are asked to help with running this event, we hope to have enough volunteers so that nobody should have to work for more than 1 hour. You will still have the rest of the day to enjoy the show.

The weather didn't cooperate, and so we were not well represented at this year's Manordale - Woodvale Community Fun Day on June 3. Thank goodness Wayne Mercer was able to make it out with his TR3 despite the off and on drizzle. Wayne and I were the only OVTC members in attendance, and my car was unfortunately buried in the garage on the wrong side of 6 cubic yards of topsoil. The organizers were very understanding of the reasons for our limited showing this year. They went ahead with their parade and fun day despite the less than ideal conditions. Hopefully next year will be better, and we will have a more substantial presence at this event to support the community association that lets us use their building.

Congratulations go to Andre this month. If you haven't heard, he successfully started his GT6 recently, and sent out a brief video clip showing the car driving into the garage under its own power. It has taken a lot of work and help from several others in the club to get to this point and we're all looking forward to seeing his car at a future meeting and at the ABCD. I know lots of people from the other area clubs have been following this restoration with interest as well. Great perseverance, Andre!

Note that the Jaguar Club is holding their Concours d'Elegance on Saturday June 24 at the Rockcliffe Flying Club (Rockcliffe Airport). In addition to the great cars, they will have a display of vintage aircraft and offering flights over Ottawa – there is even the possibility that Michael Potter will be out with his Spitfire – the flying kind! Although this is primarily a Jaguar event, there is a judging category for other vehicles, and our own Louis Boucher took First Prize in this category last year. If you're in town that weekend – unfortunately it is the weekend of VARAC at Mosport – then I highly recommend going out to see it.

Just a few thoughts on some upcoming events. We are still working to select a date for our evening at the Hazeldean Mall and dinner with the Jaguar club. It is likely going to slip into July or early August at this point. We would normally have aimed to hold this event in June, but the Jaguar folks have a busier than normal calendar this month, and it wasn't feasible to cram this event into it as well. We have started working on planning a weekend trip for the OVTC in August. It will probably be in the second half of August, with a likely destination being near Mont Tremblant. More details to follow in the coming weeks.

See you at the June 27 club meeting for our drive to the Swan in Manotick. Happy motoring.

Don Leblanc

Welcome new members

Mr. Kerry Newkirk and
Mrs. Rosalind Schmitke,
Of Ottawa

Ray Tropiano
Of Ottawa,

Jacques Levesque
Of Ottawa

Letter to the editor,

Hi Livia,

I have yet another birth announcement for the next Overdrive (it seems there have been quite a few lately). Tracy and I had a little girl, Susannah Sandra Burt, on May 19. Susannah weighed in at 6lb 13oz and mother and daughter are doing well. I have attached a photo of me preparing for the baby's arrival.

Martin Burt



Note:

If you wish to have your name added to the "classified mailing list, please contact me.. This mailing list is established to forward to you the latest classifieds that have been sent to me..

Liv, editor

wilivhaasper@sympatico.ca

Motorsport Club of Ottawa "Summer Night Rally Series",

three of the four events remain. All events are on a fair percentage of gravel, so members might not want to take out the sniny car, but maybe something more normal. No roads are car breakers, and the Novice category navigation are VERY beginner friendly.

The website is here:

<http://www.backseatmonkey.com/rally/>



Insuring the Vintage car

By Liv Haasper

We've all been there. We've purchased or restored a special vintage car and we now can't wait to drive it, show it off, or even test its performance at a local rally or club drive. But hold it, besides licensing the car, we first we have to find an insurance that is going to suit our needs.

When asking our fellow Triumph insurance enthusiast about insuring the classic car, we hear "ohh... have you check out Lant & Co Insurance Brokers and their 'Silver wheel plan for Antique, Classic and Special Interest Automobile insurance?'"

Last week, at a special Jaguar Club meeting, classic car owners had the opportunity to do just that, get some first-hand information, some insights from guest speaker Tony Lant of Lant Insurance.

Tony explained that his company has been in business for 28 years, with 35 000 -40 000 cars insured that are owned by 30 000 customers. The company also provides insurance for modified Street Rod and Custom vehicles.

Premiums are based on the appraised value of the vehicle and without the appraisal, the

car can not be insured. Apparently there are 250 appraisers within the Province of Ontario to do this job. Appraisals should be repeated every three years. Lant insurance, as all other Canadian insurances, is controlled by the Provincial Government.

During the year 2005 approximately 400 claims had been filed, amounting to 3 Million Dollars worth of claims. Besides the usual auto accidents, some of those claims resulted in fire damage, damage in parking lots, vandalism, ladders fallen onto the vehicle, mice and racoon damage, snow load accidents, supporting structures of portable garages collapsing onto the parked car and, of course, theft. Up to 80 cars were stolen, most of them right out of the owners garages, some from parking lots, which includes hotel parking lots. Some cars had been missing when owners were watching movies in a cinema. Some cars had been submerged by river flooding, storm damage, some of the damage of these claims consisted of a total loss of the car.

To avoid filing claims of this sort, Lant insurance imposes restrictions on the use of our vintage cars, daily driving and use of the vehicle. The insurance is designed for the collector car owner and hobbyist only and not meant for work use, shopping outings, rallies and or racing, long drives dur-

ing to vacation destinations. Policies are written on a valued form [19 A], no depreciation of the car.

Antique and Classic cars must be 25 years and over, Special Interest cars 15 – 24 years old. Special discounts are in affect for owners of more than one vehicle. The owner and driver of the car must have a minimum of 10 year driving experience. If a teenager or young driver is behind the wheel of the vintage car, Lant insurance will not insure the car. The insurance is designed for hobby driving, driving and attending shows, club drives [in a convoy if possible] only. If the owner of the car is planning on taking the car on a long leisurely drive to a holiday destination, it is advised to check with Lant insurance before departure to be confirm that the car will be covered during this drive.

For more information on Lant & Co. Insurance brokers go to

www.lant-ins.ca

e-mail: tony@lant-ins.ca

Tel. 905 640 4111

Fax: 905 640 4450



Tony Lant and
Shannon Lee Manion
At the Jaguar club
meeting



The Jaguar Club's raffle

Just for laughs.....

A truck driver was driving along on the freeway. A sign comes up that reads, "Low Bridge Ahead." Before he knows it, the bridge is right ahead of him and he gets stuck under the bridge. Cars are backed up for miles.

Finally, a police car comes up. The cop gets out of his car and walks up to the truck driver, puts his hands on his hips and says, "Got stuck, huh?" The truck driver says, "No, I was delivering this bridge and ran out of gas."



A Spitfire named 'Brchetta' An owner's story By George Parker

When I first got out of college, I really wanted an E-Type (who among us hasn't said that?). My sports-car-lust comes honestly – my Dad has had more cars than he can count, including no fewer than 5 Jags (three of them currently), a one-of-a-kind Ferrari, a couple of Aston-Martins, Mercedes', and MGs. Probably, the only major sports car type he hasn't owned is Porsche!

After a year of squirreling away my pennies, I wasn't as close as I had hoped, and also wasn't real keen on living with Mom and Dad for another year. Coincidentally, while at Watkins Glen, I saw a Spitfire and the owner let me drive it around the paddock. As soon as I got home, I started looking for one.

I actually found two, but the first seller changed his mind. The second car was the one I bought, after a small amount of negotiation. And if you believe in numbers/fate/karma/whatever, you'll find it interesting to note that the seller was the original owner and he actually took delivery of the car on my birthday in 1978! It was still in very good shape, and when I went to the DMV to do all that paperwork, the clerk there told me that he could see the records of it having been taken off the road every winter (it was purchased new from a Jag/Triumph dealer in Syracuse, NY). Consequently, it is remarkably (though not *totally*) rust-free.

I named it "Brchetta" after a song from the Canadian rock group 'Rush'. I had been listen-

ing to the song "Red Barchetta" for several years, and when I first saw the car with its Carmine Red paint, I knew that this was the best name for my newly acquired Spitfire. Not only was "Red Barchetta" the first song ever played in the car, but I also once had a license plate which read "BRCHETA" - not many people got the connection!

I had fun with the car that first summer, but was still anxious to "improve" it. In January of 1986, I replaced the stock carb with a Weber DGV, replaced the stock exhaust manifold/cat with a Pacesetter 4:1 header, and removed the air pump. I think this gave me about a 10% jump in power, as the difference was definitely noticeable. Much more responsive and also more fun to drive! On the cosmetic/aesthetic side, I added an ANSA muffler for a better sound (though not really "loud") and look – 4 chrome tips, though not cut at an angle like the Monza system, but rather cut square and rolled inwards. A more "classic British" look, to my eye.

I drove the car like this for many years, with only minor fixes, upgrades, and changes. Around 1988, I completely rebuilt the brake system (rebuilt callipers, new rotors, new rear brake cylinders and drums, new flexible lines, new master cylinder, DOT 5 fluid), and have been driving on these brakes ever since. And they do work great! One time, I was driving a very windy, twisty road in King George County, VA, when I came

around a right hand bend. There in my lane was another car! The Spit about stood on its nose when I stabbed the brake pedal, but it stopped with little drama, and no lock-up. I was happy.

All these years, I have harbored a real love for Ferraris. Around 1996 (which, coincidentally is when I joined the Ferrari of Washington racing team), I started to think seriously that a Ferrari was not in my future anytime soon. That, and a leaky oil seal on the timing chain cover, led me to undertake a rebuild project to get some "real" horsepower out of my Spitfire's engine. When all was said and done, I had the head and short block rebuilt by a shop in NY (who had done my Dad's Jag engines), installed a Kent "hot street" cam, dual SU HS-4s, new header, distributor, radiator, and electric fans. Probably more than that, but that's the main stuff.

The rebuild was actually completed in 1998 and the "sorting out" began. Of course, Murphy's Law being what it is (wait a minute, maybe Murphy's Law isn't quite right here.....), a 1977 Ferrari 308 GTB came my way in December of 1998. So the Spit was relegated to a storage unit, as I still only had a one car garage and refused to store the Spit outdoors. But for many reasons (finances being the main one – Ferrari repair and maintenance is BRUTAL, even when you volunteer for a Ferrari dealer's racing program!), the Ferrari was sold in December of 2001, and my full attention



*"Down in his barn my uncle
preserved for me, an old
machine- For fifty-odd
years,
To keep it as new has been
his dearest dream.*

*I strip away the old debris,
that hides the shining car,
A brilliant Red Barchetta,
from a better, vanished
time.
Fire up the willing engine,
responding with a roar,
Tires spitting gravel, I
commit my weekly crime.*

*Wind in my hair, shifting
and drifting,
Mechanical music, adrenalin
surge.*

*Well weathered leather, hot
metal and oil,
The scented county air,
sunlight on chrome,
The blur of the landscape,
every nerve aware."*

Lyrics by Neil Peart



Driving Brchetta



attention returned to the Spit. If you follow the Spitfire mailing lists, you know that I continue to chase problems with lack of power, which I believe to be cam timing and carb tuning. But I know that I'll get there (even if I have to pay someone!).

* What did you do to your Spit/GT6 this winter?

Well, let's see. I looked at it, thought about it, discussed it on the Spitfire lists, piled stuff on it (don't worry, it's safely under *two* car covers!), fixed up an old traffic light on it (don't worry, still safely under the two covers *and* a cushion of two moving blankets folded up under the light) and rolled it back and forth in the garage a couple of times! But I plan to work more seriously on it in the very near future (as it starts to warm up here in central VA). *UPDATE!!* I've driven the car twice this spring, and it seems to be running pretty well, though there is still tuning to be done. But at least I can drive it!

What was the best modification/part you ever bought/made for your Spit/GT6?

TIRES! I changed the old 155's for Yokohama 175/70-13s (still on the stock steel wheels) and it was a great improvement in handling. These tires were installed around 1988 and are still on the car, though they will need to be replaced very soon. Problem is, I don't want

to just buy tires. I want to buy a set of Panasports *and* a set of tires. That's a bit pricey to do all at once, though.

* When is top down driving best - day or night? Why? Examples/stories?

NOTHING beats a warm summer evening! Even a cool fall evening.... Back in the mid - late '80's, on a brisk October evening, I was driving to my parent's house over some county roads that wound through farmland just east of Syracuse, NY. It was a beautifully clear night with every star in the universe shining down. And, at that moment, driving that car on that road at that time, I just had to wonder - why on earth do people do drugs?!?!?

* How do you... fix dents and scratches, replace wheel studs, convert to silicone brake fluid, install urethane bushings, evaluate the health of trunnions, open Spitfire Ale with your teeth, etc... tech articles please.

When I did my brake job, I converted to silicon brake fluid. While traditional brake fluid absorbs moisture, silicone fluid absorbs air. So it's best to open the bottle, and then let it sit overnight so any and all air bubbles (even microscopic ones) can work their way out of the fluid. When I bled the brakes, I kept getting air bubbles that wouldn't go away. So I left the car sitting



on jack stands for a month (literally) and then did it again. I got one big bubble out, and then solid fluid. And it's been fine ever since.

As far as opening Spitfire Ale with my teeth? Well, considering the amount of money my Dad spent on my teeth when I was growing up (braces, don't ya know!?!), he'd disown me if he heard I was doing that. And as long as those Jags are in his garage..... <evil grin>

* What did you do to your Spit/GT6 this winter?

*What was the best modification/part you ever bought/made for your Spit/GT6?

* When is top down driving best - day or night? Why? Examples/stories?



George Parker and Brchetta





Events



- June 24** **Rockland Auto fest**
- June 25** **3rd. Annual Carleton Place Car show, Riverside Park [Lake Avenue] Carleton Place.**
Contact Sean O'Brien at 613-253-2490 or sean.obrien@sympatico.ca or Jeff Shoots at 613-253-3778 or
- July 1** **Mississippi Mills/Almonte Canada Day Show**, A Civitan Event, Location TBA Contact: Ricky Minnilli 613-256-1735
- July 2** **Evolution of Wheels, Canada Science and Technology Museum**, St. Laurent Blvd, Ottawa, Ontario.
Contact: Neil Brommell 612-232-0591 or www.capitalmopars.com
- July 8** **Carp Car, Truck, Motorcycle Show**, at the fairgrounds, Carp, ON. Small Parts Flea Market – Tabl
Rentals \$15.00 Vehicle Admission \$10.00. Contact: Glen Byrne at 613-832-2486 or 613-839-2172
- July 9,** **Merrickville Cruise & Shop, Merrickville, ON.** Contact: Bruce Stackhouse at 613-269-2299 or visit web site
at www.merrickville.net
- 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 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** **Brockville Car Show**, Block Island, Brockville, On. Contact: Paul Gardiner at 613- 260-5808 or tisma@sympatico.ca
- August 6-7th** **Roadster Factory summer party** in Armagh , PA. <http://www.the-roadster-factory.com/>
- Aug 20** **Boots N' Bonnet All British. Kingston City Park.** Kingston, ON. Contact: 613-385-1947 or thomas@post.queensu.ca
- Sept 4** **Richmond Motor Classic**, Richmond Plaza, Richmond, ON. Contact: John 613-298-2324
- Sept 8-10** **MCO Inaugural Race Weekend (Ted Powell Race Weekend) at Calabogie Motorsports Park**, nine
Calabogie, ON. Information at www.mco.org
- Sept 9-11** **Watkin's Glen Vintage Races.**
- Sept 14-17** **17th Annual British Invasion** (Essential to pre-register before Sept 1st) Stowe, VT.
Featured marque Triumph. Contact: C. Francis at 802-253-5320 or www.britishinvasion.com
- Sept.18** **Toronto Triumph Club Biritish Car Day at Bronte Provincial Park** <http://www.britishcarday.com/>
- Sept 14-17** **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.
- Sept. 22- 24** **Canadian British Reliably Run**, " the Rocky Shore Run" , Elmira, Ontario, www.abccr.com
- Oct. 14 -16** **US British Reliability Run..** contact Blake Disher, <http://abrr.org/>

This list will be updated monthly as more information becomes available. For more OVTC and other car-related events



Cruise nights in the valley



Copied with thanks from a list compiled by Shannon Lee Mannion

MONDAY

- April 17 Cornwall Olde Car Club Cruise Night, 613-931-2087 www.cornwalloldecarclub.com
- May 1 to Sept Manotick Village Perks, Manotick, ON.
- May 1 to Oct Napanee Valley Cruisers, CTC. Napanee, ON. Contact: 613-354-2727 or mccaffery@ihorizons.net
- May 29 Perth Home Hardware, HWY 7, Perth, ON. (6 pm). Contact: D. Muir at 613-264-0750 or Hank Doornekamp at 613-386-3033. 50panel@ripnet.com

TUESDAY

- April to Sept Kemptville Cruise Night. Rideau Restaurant, County Rd 44, Kemptville, ON. Contact: H. Utman at 613 258 5648
- May 02 to Sept Kanata/Hazeldean Mall, Kanata, ON.(Ottawa) R. Thomas. 613-836-3647
- May 02 to Sept Malone Auto Club, Malone, NY. McDonalds. Contact: [.draville@starband.net](mailto:draville@starband.net) or www.maloneautoclub.freeservers.com
- May 23 to Sept (Opener May 20, 1.00pm), CTC, Hawkesbury, ON. Contact: 613-632-4407 or autohawk@hawk.igs.net
- June 13 to Sept 12 Bikers Down Ice Cream Run – 6:30 Tim Horton's on Hunt Club next to Goodtimes Centre, Hazeldean Mall – Kanata, ON. Eagleson and Robertson Road. Contact: Roger Thomas - (613) 836-3647

WEDNESDAY

- April 20 Cornwall Olde Car Club, A&W Rest. Vincent Massey Dr. Cornwall, ON. 5:30 until dark M. Lemieux at 613 931-2087 or www.cornwalloldecarclub.com
- May 3 Carleton Place, Hwy 7 West Motel/Restaurant across from Dairy Queen. Sean O'Brien 613-253-24 sean.obrien4@sympatico.ca
- May 4 to Sept 27 l'Association les Voitures Anciennes de l'Outaouais at the Le Bon Diable Restaurant, from 6-9 p.m. Contact: Patrick Asselin tigarage@yahoo.ca
- June 15, July 13, & Aug 17 Cruise around town. Champlain Valley Cruisers. Contact: J. Seymour at 518-563-6657 seymourd@westelcom.com
- May 17 to Sep 06 Place D' Orleans Shopping Center, Orleans (Ottawa) ON. Contact: G. Macinnes at 613-830-5207 or goldvee@travel-net.com
- May 10 to Sept Kemptville Cruise. Food Basics, Highway # 43. Kemptville, ON. Contact: 613 258 7567 or email to



Cruise nights in the valley



THURSDAY

May 18 to Sept Smiths Falls, CTC. HWY 15. Smiths Falls, ON. Contact: 613-283-2145 or 613-283-1297

May to Sept Kanata Centrum, Kanata (Ottawa), ON. Starts at 6:00pm, 4th Thursday of each month.
Contact: R. Rutkowski at 613-591-6955

June 1 to Sept. 7 Harleys and Hot Rods, 6:00 to 9:00 pm, at HD l'Outaouais, 22 Mont Bleu, Hull. Contact Richard Tremblay (819) 772-8008 or [email at hdoutaouais@videotron.ca](mailto:hdoutaouais@videotron.ca). Visit web site at www.hdoutaouais.ca

FRIDAY

May 19, June 16, 21. Aug. 18, Galleries Aylmer, Aylmer, QC. 5 pm –to 9 pm . Contact: JP Sylvestre
Sept. 17 11am to 4 pm.. 819-684-9406 or www.autoshowaylmer.com

June 15, July 13, Aug 17 Cruise around town. Champlain Valley Cruisers. J Seymour at 518-563-6657 or
seymourd@westelcom.com

June 16, July 28, August 11, Sept 8 CTC Greenbank, Jim Haldane 613-692-0034, 613-223-5769

SATURDAY

May 27, June 17, July 29, Aug 26 Monkey Joe's Cruise Shows, at Monkey Joe's Restaurant, Carling Avenue at the Westgate Shopping Centre 4:30pm to 8:00pm. Open to all makes and models. All sponsored & all free. Dash plaques, door prizes and discounted meals at all events. Contact: Larry Way at 613-446-4717 or larysmway@sympatico.ca

SUNDAY

May 14 to Sept Outback Steakhouse, South Keys Shopping Centre, Ottawa, ON. Contact: Paul at 613-731-7577

Oct 1 10:00am to 4:00pm Cruizin into Fall, at Monkey Joe's Restaurant, Carling Avenue at the Westgate Shopping Centre. 4:30pm to 8:00pm. Open to all makes and models. All sponsored & all free. Dash plaques, door prizes and discounted meals at all events. Con tact: Larry Way at 613-446-4717 or larysmway@sympatico.ca



July 15th. Britannia Park , Nepean



Vintage races : June 23—June 25



Classifieds



For sale 1959 Bugeye sprite, spares (new and used), manual's, 3 tops, including a refurbished factory hardtop. \$16,500
Contact: Shaun 613 830-0121/ shennessy@rogers.com

For sale Steel hardtop shell for a TR3.
\$50.00 Contact: shennessy@rogers.com
613 830-0121 Shaun.

1975 Triumph TR6 in excellent condition. Interior clean with re-upholstered seats, new carpet and updated sound system. The Engine is in very good running order, regularly serviced with no electrical problems. Soft-top is in good shape and I have a second tonne that covers over the driver passenger compartment. If you are looking for a classic summer car this is a must see. Contact Glenn 613-224-5062 glenn_cripps@yahoo.com

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 floor pans--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 studio3d1@hotmail.com

For Sale: 1975 TR6 French Racing Blue
\$ 29,000.—CND \$25,999.—US

Background:

The car has been had numerous upgrades, following the "Triumphant 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). Triumphant (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.

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 aluminum 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)

1980 TR7, 12378 km, stored indoors, Pristine condition, located in Paris, Ontario, west of Toronto, pictures available, 11900 USD, Ebay ad # 4645195130 (ends June 9th, 2006 but email after if you like as it may still be available) peter_beck@hotmail.com

Please up-date your ads with the editor. Older ads that are not confirmed will be removed after two month of publication. Thanks



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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:

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RR #3, Ashton, Ont.

K0A 1B0,

Tel: 613-253-4126

E-mail: kingscreektrees@aol.com

Ottawa Valley Triumph Club <http://www.ovtc.net/>

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Jeff Patterson Tel: 613- 839-2891 E-mail: pattersc@dfo-mpo.gc.ca

Treasurer and membership

Tim Dyer Tel: 613-253-4126 E-mail: kingscreektrees@aol.com

Events co-ordinator

Michel Pilon Tel: 613-744-6431 E-mail: Mipilon@yahoo.ca

Sid Wosnica Tel: 613-729-7129 E-mail: sid.woznica@hrdc-drhc.gc.ca

Regalia

Roly Mailloux Tel: 613- 226-8708; Email: rdmailloux@sympatico.ca

Web master

Andre Rousseau Tel: 613-590-7365; Email: andre@justdrive.ca