



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

**November 2006**

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



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## Letter from the Editor

### Seaway run



Something always draws us to the St. Lawrence Seaway.

" We must drive the Spit south for a picnic' Wilf declared one early morning. I didn't need convincing. The sun, after days of rain, had just peeked out from behind some clouds. Mornings like this are invitations for Spitfire driving and I was ready for it.

We took the long route to Brockville over Jasper and Rocksprings and arrived in Brockville in time for a lunch picnic by the waterfront.

The drive had been a bit chilly to start. But there wasn't even a thought or a discussing about putting the top up. Instead I cranked up the heating, huddled low behind the wind screen, rolled up the windows and I wished I would have had ear and nose muffs handy..J But it warmed up later in the morning. We drove through some pretty countryside. The leaves were just starting to change colour and we were waving at people busy raking their front lawns.

Continued on page 3



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 :

E-mail : [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)



## Message from the president



Hello everyone,

Please note : We will NOT be at the Manordale community centre this month. Since the November 28 meeting is a special meeting for the OVTC executive elections, we will be at the Lorenzo's Pizzeria in the

Nepean – Craig Henry area.

This is the same pizzeria that we went to last year – it is not too far from our regular meeting location. It's a bit small, but the food is good and the drinks are cold. The address is 3 Chartwell Avenue. It is in a small strip mall at the corner of Craig Henry and Chartwell. Our reservation is for 7:30 pm.

Even though we are in the pizzeria, we will have a guest speaker this month, with his topic being: "Confessions of a former Lucas employee." It is expected to be a lighthearted look at some of the goings on at the old factory.

On the topic of elections for the OVTC executive – I just want to remind you that if you are interested in getting more involved in the club, this is a great way to do it. We've had a couple of people indicate they are interested in taking on a more formal role on the executive which is great. Our club is only as good and as relevant as we make it. Please consider putting your name forward for one of the positions.

Our annual Christmas party is fast approaching as well. Scheduled for 7:00 pm on Tuesday December 19 this year, we will be gathering for supper at the Yang Ming Buffet at 1547 Merivale Avenue. We were there once a few years ago. Please RSVP to Don at

[dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca) so we can update the reservation. Hope to see you there.

We would like to hear about any winter projects you've got planned, and stories or photos for the newsletter are very much welcome.

Over the winter, we will have the traditional Winter Bash pot luck party in January (date to be confirmed), the multi-club darts tournament in February, and hopefully some other social activity in March. In the meantime we will have our regular meetings and technical talks throughout the cold weather season.

See you on the 28th.

Cheers

Don

## Events

### November 28th. 7.30 pm OVTC meeting and election night

Special meeting for the OVTC executive elections at Lorenzo's Pizzeria.

3 Chartwell Avenue. It is in a small strip mall at the corner of Craig Henry and Chartwell.

### December 19th. Annual Christmas party

7:00 pm December 19 at the

Yang Ming Buffet at 1547

Merivale Avenue. Please RSVP Don at [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

For reservations.

### 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](mailto:wilivhaasper@sympatico.ca)

Hello members,

I have purchased a nice 1975 TR7 coupe (one lady owner/driver, 41006 miles).

I would like to know more about this model TR and ask if anyone has the Bill Piggott book "Original TR7 & TR8" that I can borrow for a couple of weeks to please call me at 613-792-1252.

Many thanks and best wishes,

Wayne Mercer



## Letter from the editor continued

When we finally arrived at the waterfront park in Brockville, all kinds of people were milling around, enjoying the beautiful fall day by the waterfront of the big St. Lawrence river. While eating our sandwiches a beautiful yellow TR6 drove by. We didn't recognize the driver. He too enjoyed the view of a big 'Laker' that was slowly moving past us. She ship was from Sue St. Marie and on it's way to Lake Superior.

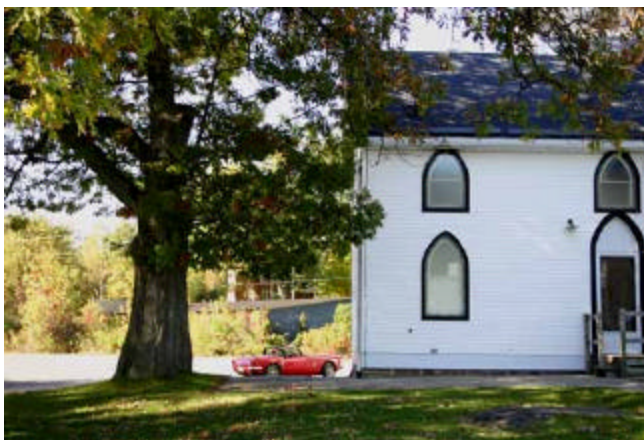
Leaving from Brockville we decided to cruise along the Thousand Island Parkway to Gananoque. The Parkway is a joy to drive. It winds along the seaway and one can watch the boats go while cruising along. It was such a



beautiful day that we stopped at every picnic area, walked by the water, enjoyed the view, had yet another cup of coffee out of our thermos bottle.

We passed the Mallorytown conservation area, part of the Thousand Island National park, and had to check out this nice little park that would be a good destination for a club drive some day.

We stopped at the village of Rockport to admire its beautiful catholic church that sits high on a hill, overlooking the river. Rockport surprised us as it turned out to be a busy tourist destination with buses and tourists swarming across the waterfront. We quickly exited this place.



We finally ended up in Gananoque, well known to tourists for the Thousand Island cruise lines. I had been on one of the cruises years ago and I find the thousand islands beautiful but crowded and after Chilli at Tim Horton's and we decided not to linger on. It was getting late. We drove home over Crosby....just as the sun was setting and the temperatures were dropping again. We talked about how we would remember this wonderful drive when the snow is covering the Ottawa valley and touring by Spit is just a memory.

Liv Haasper



A bit of bad news.

I had an accident with my 78 Spitfire (yellow).

No one was hurt (except my pride) It is now out at the Sports Car Factory in Hallville. It needs a new front hood assembly with fenders and stuff. The insurance company says \$4300 in damages. John Pritchard thinks he can do it for a bit less but insurance company may be thinking it is a write off. To look at the car it does not seem to bad just passenger side at the front damage but the hood is all one piece therefore the high expense to fix. QUESTION: Does anyone have a spitfire parts car that I could purchase the front hood from that would fit a 78 or does anyone know of someone with a parts car that I could get the hood from?

PLEASE HELP MY YELLOW BUMBLE BEE!!!

Thanks for your time.

Evan Davies, Broker

Royal LePage Team Realty

613-725-1171

CELL 613-875-5323





## Last ride of the season

### OVTC drive to Mt. Tremblant

By Roly Mailloux

Early Saturday morning at 8 I took my dog for his daily walk around the neighbourhood. Believe it or not it started snowing. Nevertheless I was determined to go to Mont Tremblant. I have lived on and off in Ottawa between postings abroad since 1964 and on several occasions have attempted to go to Mont Tremblant but never quite made it. John Day called me Friday night and offered me a ride in his Jag. I have to admit his offer of riding along in a nice cozy coupe was very tempting but then if I was to leave the "Redhead" at home would she not be offended and perhaps somewhat jealous. Who knows what sort of diabolical disasters she would create for me in the future if I were to leave her at home and go off gallivanting in a Jag.

I thanked John for his kind offer and told him I was determined to make the trip in the Spit with the top down. By the time I got home from my walk with the dog the snow had stopped. I gathered all my gear and went out to the garage. It was snowing again and this time it was really coming down - kinda wet like!!! Oh well the weather forecast promised a cloudy day with sun and a high of 7C. I checked both weather channels (english and french) they lied!!! I reluctantly put the top on and drove over to meet John. It stopped snowing again. It was still cloudy, temp. was hovering around 2C and since we were planning to meet up with the main group at the Mason ferry I decided I would



keep the top up until we got there and then make a decision as to whether to put it away

We met a new member, Jean, along with his '71 TR6 in BRG. John and I introduced ourselves and chatted while waiting for the others to arrive on the ferry. We didn't have long to wait before we saw six more LBCs coming off the ferry led by Louis in his Apple Green TR3. The new arrivals were introduced to Jean who then informed us that he could only join us for the ride as far as Ripon, as he had to go to a wedding. We will have to have a serious talk with Jean and help him to get his priorities right. Without any further ado we set off for Mont Tremblant.

I had decided to keep my top up as the skies were still very overcast and the temp. was still hovering around the freezing mark. Louis and Sid, who arrived with tops down, decided to continue to brave the elements. Mind you they were well bundled up. I think I heard Louis say his secret for keeping warm was to wear two toques and to lean into the windscreen every now and then to get a bit of warmth coming off the engine through the defrosting vents. Mark Russell had brought along a set of Walkie-Talkies and asked me to take one as Louis said with the top down and all the noise (wind, engine, etc) he might not hear Mark calling if there was any sign of trouble. Personally I think it was the two toques that were making him slightly hard of hearing. We all managed to make it to our first pit stop at Rivère Petite Nation rest area just after Ripon. I asked Mark if we could check the WTs as I had tried to call him but didn't get any response. Turns out the



batteries in both WTs were very weak. Fortunately we had checked the WTs for not long after we set off again Mark called me and said he had to pull over. I finally managed to get Louis' attention by pulling right up to his rear bumper (honking horn and flashing lights did not work) He was in a zone!!! We turned around and found Mark at the side of the road by road 323. Apparently his coil had conked out again. This had happened the weekend before at Calabogie. Fortunately he had brought along a spare and once he picked himself up off the ground after getting zapped by 40,000 volts we set off again. Mark will have to fill you in on the details. Just before getting to the twisty-turny roller coaster section of the trip Sid decided to take the lead. I thought he wanted to pick up the pace a little or was desperate for the loo. Turned out his hands were cold and he needed to get them warmed up. He set a blistering pace going through the Lac des plages section.

Louis challenged Sid and the two "old" TR3s really had their drivers smiling at 70 + (in miles by the way...) but I, in my '65 Spit, soon fell behind but not so far behind as I didn't quite lose sight of them. Louis claims that he lost me after less than half a mile after the lake!!! Mark, who was behind me in his TR7, later told me he could have gone much faster. I apologized for holding him up. Luckily a van pulled out in front of Sid which slowed him and Louis down quite a bit and the rest of us were able to catch up.

Continued on page 5



## Triumph racing in Europe

By Dani Senn as reported by Liv Haasper

A' Haerzlechst Gruetziwohl'... which means "Hello" in the Swiss Dialect.

Sadly the racing season of 2006 came to an end for the Swiss Senn Triumph Racing Team .

The last race of the Season for the team took place at Nuernburg Ring, Germany. We were in competition with 40 Triumphs and MG's, Morgan's and Healey's and among them all was our little 'Firespitter'.

Surprisingly, after several time –training sessions in the rain, we found our Spitfire in a fifth-row start position behind our Swiss competitor Ernst Suter in his powerful MGB V8. In front of us was the favourite, our colleague, Christian Aeschbach in his MGB GTS, the smallest displacement engine in the field. Leading the pack was a TR4 and a Lotus.

During the first race on Saturday, under sunny skies, my brother Herbie in his Spitfire racer had to defend his position against the powerful and strong MG Armanda. My brother ended up 25<sup>th</sup>. Overall and winner of his class.



Sunday, the second race at practice runs, the car was running well. It accelerated like a rocket. I was in the box when the Spitfire approached me and my heart almost stopped when I saw the car coming towards me, expelling smoke from under the bonnet. The race was now over for us, finished, kaput. Again, bad luck was on our side.. But 'that is racing'.

Later on, analyzing the problem, we learned that oil pressure, oil temperature and water temperature were normal at the start of the race. The problem occurred during the last round while approaching the finish line. It was then when the water temperature went through the roof.

By Monday we had no choice but call it quits for the season and drive home.



Good news is that by Tuesday we had the engine removed. By Wednesday it was assembled, by Wednesday a new motor block was on order. Now we're on the up-hill battle of assembly because the new 2007 racing season is approaching soon. ..J

We'll be back at Nuernburg ring.

See you in May.

Dani Senn.

### OVTC drive to Mt. Tremblant continued

It was somewhat daunting to see the ski hills covered by snow as we approached the Tremblant area, especially for those guys with their tops down, not to mention those kids we passed with their snowboards! We stopped for lunch at a restaurant in Mont-Tremblant village. There were very few customers so service was quite fast and the food and drinks were much appreciated. I think more than one of us had left our stomach contents back at the fast and twisty section between Lac des plages and St-Rémi. While we were having lunch the sun came out and off came the "Redheads" top. The weather people didn't lie after all. The return journey was a bit more tame although Sid once again blasted away. Must have got cold hands again. Meanwhile I was tucked up behind Louis and with the top down was doing just fine. Then Mark, in his TR7, roared past me and Louis, on his way to catch up to Sid I guessed. Later we saw him pulled over at a service station in Montebello with the bonnet up - must be those coil gremlins again. Dean, in his TR8, and Mark, in his Spit 1500, pulled over to see if they could help as they were continuing on back home with Mark via the ferry crossing at Fasset. John Day, John (in his '75 TR6), myself and Louis continued on back home choosing to say on the Quebec side. I got home at approximately 4:30 and did a quick calculation of the distance I had traveled, which turned out to be 235 miles or 378.19584 kilometers. Not bad for the little Spit that died on me two years in a row. Oh yes, I also found out that she tops out at 80 mph or 128.74752 kph while trying to keep up to Louis and John on the 50.

A great big thank you go to Louis Boucher for organizing the event.

Cheers

Roly Mailloux





## Bronte Car Show

By Pat Mills

Pictures by Pat and Brian Mills

On the third Sunday of September the Toronto Triumph Club hosts its annual British Car Day. For the past 23 years British Car Day has grown by leaps and bounds and now draws well over a 1000 British cars. The event is the premier all British car event in North America, with visitors from throughout northeastern United States, the Maritime Provinces, Quebec and Manitoba. In past years they have even had visitors from Alberta, Texas the U.K. and New Zealand. For 18 years we have not missed a British Car Day. We always find something different and exciting to see.



British Car Day is held in Bronte Creek Provincial Park, a day use park, about 20 miles west of downtown Toronto along the Queen Elizabeth Way between Toronto and Hamilton at the Burloak Drive exit. All non British cars must use a south entrance. A northern entrance is reserved for British cars only.

Every year a popular destination of British Car Day is the Vendors area with over 50 British- related vendors offering their new and used goods for sale, including car parts, whole cars, t-shirts, hats, books, supplies etc.



The gates open at 10:00 am. Our favourite activity is to get to the park a few minutes early, find a picnic table along the road leading in from the north gate and watch as a parade of cars pass by. There are cars, buses and motorcycles, running the whole range from Minis to Rolls Royce, Austins to Zephyrs and everything in between. For over an hour we sit and enjoy the sight, the sounds and the smells of hundreds of great British cars.



On the field the cars are always grouped by marque. It is difficult to see the whole show and view each car individually. Decide what you want to see the most and view that group first. Triumphs of every description fill a couple of acres. There are rows

and rows of MGs, Jags, Minis, Austin Healeys and Land Rovers. Large groupings of Aston Martins, Rolls, Bentleys, Austin Princesses and other large coach models can be seen.

The 2006 Best in Show award went to a 1934 Armstrong Siddeley. In the shade of large tree a group of well dressed ladies, the ladies auxiliary I'm sure, surrounded by some of these large luxury cars laid out a gourmet lunch complete with linen tablecloth and napkins.





### Bronte Car show continues

About 3 pm, if you sit and relax at the picnic table by the road, you can once again enjoy the sight, sounds and smells of the parade in reverse as



these beautiful British cars head home. Often the non British parking lot offers a good showing of German and Italian marques – a bonus. It's a great way to spend a sunny afternoon in mid September.

Pat Mills

### New Seatbelts rules on LBC's

By Trevor DeLong

Constable with the Ontario Provincial Police.

According to the Ontario Highway Traffic Act Section 106 (3). Use of seat belt by driver. Every person who drives on a highway a motor vehicle in which a seat belt assembly is PROVIDED for the driver shall wear the complete seat belt assembly in a properly adjusted and securely fastened manner. (this means if the car came with seatbelts, they should be there, and work properly.) If the car was manufactured without seatbelts then you are not required to wear them. example. people in the back of a pickup truck- legal to be there and not required to wear a seatbelt. another example huge back

seat in older vehicle (caddy) with only two seatbelts. You may put three people in seat, 3rd is not required to wear seatbelt if its not provided.

Another Section of the H.T.A which may apply to some drivers

Section 613 of the Ontario Regulations under the Highway Traffic Act Subsection 9(a)

Where a motor vehicle that was manufactured in or imported into Canada prior to the 1st day of January, 1974 is driven on a highway,

(a) the driver and passengers are exempt from the requirements to wear the upper torso restraint component of a seat belt assembly

and

(b) the driver is exempt from the provisions of subsection 106(6) of the act with respect to the requirements that passengers wear upper torso restraint components.

106(6) HTA is the section that requires the passenger (even under 16 yrs old) to wear the complete seatbelt assembly.

THEREFORE if your child is in your LBC with only the lap belt portion of the belt securing them, you cannot be charged IF your car was manufactured or imported before the 1st of January 1974.

If a child is between 20-40 lbs the child must be in a child safety seat securely attached with tether strap, chest clip, locking clip, and chest harness.

If the child is over the 40 lbs they require a booster seat with both chest and lab belts securing them. If the child is over the 80 lbs, or over 8 yrs old, or over 4 foot 9 inches tall they don;t need a booster seat.

If you want any more clarification please feel free to call me at work 1-613-372-1932. My comments about the under 16 yrs olds was for kids over 8 yrs old and under 16 yrs old.



## The First Annual Canadian British Classic Charity Run



### Rocky Shore Run, the true story

By John Kearsley

The 1<sup>st</sup> annual Canadian British Classic Charity Run this year was called the Rocky Shore Run which described the scenery on the route perfectly. Our charity for this year was Camp Trillium, a camp for childhood cancer patients and their families. This year's event was run September 22-24 and began at the Cambridge Holiday Inn in Cambridge, Ontario.

Friday night involved a kickoff dinner, route directions (so no one would get lost) and general information for the nine teams entered this year. After an introduction of the teams and the organizing committee, Ian, a representative of Camp Trillium, presented CBCCR with a plaque showing their appreciation for the \$8500.00 we raised for them this year. All teams were welcomed by the Elmira Optimist Club who sponsored this run and helped with insurance, book keeping and mailing.

Saturday, 5:00 A.M, my alarm clock went off. As the song 5 o'clock somewhere went through my mind, I knew Allen Jackson did not have this in mind. The meeting place was Timmy's by the Holiday Inn at 6:45 a.m. for a 7:00 start. This year we had 2 Triumph Spitfires, 1 Jensen Healy, 1 MG TD, and 1 MG TC, 3 MGB, and an MG 4. The cars got off at 7:15 am., only a little late.

Our first stop was at the West Mountrose covered bridge for a photo opportunity. The bridge as a background for the cars made for an excellent picture. Then we were off through some of the local countryside. After nearly 15 miles an MGB met with some trouble. The owner Jack Holmes saw that he didn't have any oil pressure and pulled right over. The oil line from the engine to the oil pressure gage had broken and

and sprayed oil all over the engine bay. Holmes and two other cars went back to Elmira. They were able to make repairs and meet up with us later in the run.

The rest of the group continued on. A cloudy sky but no rain was the mainstay for the rest of the morning as we went through some of south western Ontario's small towns.

At Grand Bend we started to run along the Lake Huron shore line and had our next Timmy's stop. (Do you see a theme yet!). Just after Godrich, the MG TD suffered a flat tire and was a bit panicky as the other MG (with the jack) drove over the hill and away. It didn't take long for the leader to notice, and the tire was quickly changed and both teams were back on the road within an hour. Later three cars that were running together decided to meet up in Kincardine for lunch. The sun was shining for a little so a couple of teams went to the beach for a picnic lunch while others went to a tavern. The day continued to be pleasant so most of the teams put their tops down after lunch.



Not able to get the correct fuel in Kincardine we stopped in Port Elgin for fuel.

The run up to Sauble Beach was a very nice part of the tour. The colours of the trees were perfect with the tops down. As we approached Lions Head we decided to stop at the town park for a pit stop and leg stretch. The run was quite an uneventful trip down to Wiarton. But once through Wiarton the road twisted and turned following the lake shore. It seemed like a picture on a post card at every turn. After one of the most scenic parts of the trip we arrive in Owen Sound at 5:00 pm. After every one checked in we had an impromptu social hour reminiscing about the first long but exciting day.

Before the run a lady had contacted me wondering if a MGTD was on the run. It seems that her husband is ill with Lou Gerhig's disease and since their dream of owning an MG TD is probably not in their future, she wondered if there happened to be an MG TD on the run and if her





### Charity run continues

her husband could see it. Fate had it, that one of our teams was driving their MG TD and Saturday evening we had the gratifying experience of seeing this gentleman enjoy a short jaunt around the block in it as he was not feeling up to par that day but felt that he could sit in it for a short spell.

The tears and smiles of his wife showed us that we British car owners exemplify the best in human nature. This trip in particular not only helped kids with cancer but adults too.



After fun evening we headed to bed early to get rested up for the journey on Sunday. And we needed that rest as the teams were ready to head out on the road by 7:00 a.m. the next day.

Twenty minutes out of Owen Sound, we stopped for a photo opportunity with our support team of Art Franklin and Bob Aldous taking the shots. A few brave people left their tops down after the pictures, but the ominous black skies had the rest of us not taking any chances. Those brave people were regretting their decision later in the morning when the rain did come.

As the person who planned the route of this expedition, one would think that I would know where I was supposed to be going. Unfortunately, one wrong move and I was as lost as everyone else. A brief forty-five minutes later, we were back on route and heading into Collingwood.

With heavy rain, dull skies and road names that kept changing, the route on Sunday kept the navigators busy constantly checking their directions.

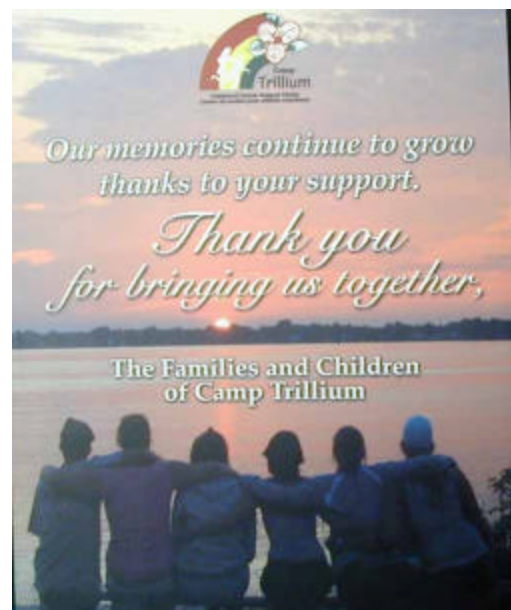
After a few hours of strenuous concentration, our lunch break at Kelsey's in Barrie was a welcome change. We might note that Barrie had the cheapest fuel on our route.

After lunch we headed back towards Cambridge passing through Alliston, Grand Valley and Fergus. Thankfully the rain stopped during this portion of our run and we enjoyed smooth sailing to the end at Saginaw Country Club in Cambridge where we said good-bye to new friends and running partners.

All in all, the cars were reliable and completed the tour. My 76 Spit experienced some problems when I lost my horn when a car pulled out in front of me and my brake lights were intermittent.

Everyone had fun and is looking forward to next year's Lake View run along Lake Erie and Lake Huron when we will be raising money for the Canadian Diabetes Association camps for children.

We look forward to seeing everyone September 21-23 2007. For information about our run, check out our website [cbccr.org](http://cbccr.org).





## Classifieds



**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](mailto:mhord@ca.inter.net), or call (416) 429-2412 (evenings only)

**For Sale: TR6, 1972**, Body only. This is what's left of a V8 conversion. I sold the frame here previously. I have lots of pictures and will describe the car as best I can. The body is in really good condition. It was in a dry garage for 16 years, where my brother found it. There is a little rust beneath the bottoms of the front fenders, not the fenders themselves, sills. The floors were replaced, and there is a little rust on the sills under the doors. The trunk is solid, no rust. The right front fender had damage and was bondoed, around headlight. Bumpers are good, not perfect. Dashpad is cracked and wood is bad. Door panels are good. Top material is ripped, but frame works well. Windshield has wiper marks. No carpet, console or seats. Body has no other rust. \$2500.00 CDN. firm. Email me, [Pettyrace-fan43@rogers.com](mailto:Pettyrace-fan43@rogers.com)

**For sale**, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,) \$150.—, and very little miles on rebuilt starter and carbs.

**For Sale:** Removable fibreglass hardtop for TR7

/ TR8 convertible, black exterior, white padded head liner.

**For sale** Modified Rover V8 oil pan - will work on TR7 V8 rover conversion - \$150.

For Sale: TR7 hood - single bump - \$75.

For sale TR7 coupe passenger side door, \$75.—

**For Sale:** TR7 coupe driver side door - \$75

Brian - (613) 794-4309 or ([wachkob@yahoo.ca](mailto:wachkob@yahoo.ca))

All parts can be delivered in the Ottawa area (including larger items) for a fee or are ready for pickup. (Limoges) More TR7 parts to come. Open to offers on all items.

**For sale** 1982 Triumph TR8

Convertible 46 856 km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking

\$ 14 500.— call 819 985 2656 after 6.30 pm.

**For sale**, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,) \$150.—, and very little miles on rebuilt starter and carbs.

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All parts can be delivered in the Ottawa area (including larger items) for a fee or are ready for pickup. (Limoges) More TR7 parts to come. Open to offers on all items.

### Wanted

1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740

[lbauc511@rogers.com](mailto:lbauc511@rogers.com)

### Wanted

1500 Spitfire engine Randy Ward

Work 819 994 9110

Home 613 283 9728

### For Sale

1962 TR3- (TR4 trans synchro 1st) com-

plete car- orig wire wheels, Was running when stored 15 yrs ago.

However would need body-engine rebuild A-Zed

\$2K OBO-located Terrebonne north of Mtl 514-5975831 [convoymagazine@yahoo.com](mailto:convoymagazine@yahoo.com)

### 1972 TR6 For sale

Tan interior leather redone. Body restored and painted correct Dupont Magenta in 2003. New parts since then - 4 Michelin Redlines, brakes, master cylinder & slave, radiator, alternator, exhaust, wires, plugs, U-joints, rear axles, tie rods, sway bar clips, hood latch, hood stops, mahogany steering wheel, JVC cd with big speakers. Tonneau, original top & drive train. Compression 125 - 135 all cylinders - no smoke. \$16,500 Located in Barry's Bay, 2 hrs. west of Ottawa. 613-756-2763 [ca-noes@nrtco.net](mailto:ca-noes@nrtco.net)

Eric Taylor

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



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 BUS: (613) 725-1171  
 FAX: (613) 725-3323  
 TOLL FREE: 1-800-507-1545  
 www.et4homes.com

**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,  
 Tel: 613-253-4126  
 E-mail: [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

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

### Executives for 2006

#### President

Don LeBlanc                                      Tel: 613-820-8680;                                      E-mail: [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)

#### Vice President

Jeff Patterson                                      Tel: 613- 839-2891                                      E-mail: [pattersc@dfo-mpo.gc.ca](mailto:pattersc@dfo-mpo.gc.ca)

#### Treasurer and membership

Tim Dyer    Tel: 613-253-4126                                      E-mail: [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

#### Events co-ordinator

Michel Pilon    Tel: 613-744-6431    E-mail: [Mipilon@yahoo.ca](mailto:Mipilon@yahoo.ca)

Sid Wosnica    Tel: 613-729-7129    E-mail: [sid.woznica@hrdc-drhc.gc.ca](mailto:sid.woznica@hrdc-drhc.gc.ca)

#### Regalia

Roly Mailloux    Tel: 613- 226-8708;    Email: [rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)

#### Web master

Andre Rousseau    Tel: 613-590-7365;    Email: [andre@justdrive.ca](mailto:andre@justdrive.ca)

#### News letter editor

Livia Haasper    Tel: 613-257-5742;    Email: [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)