



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September 2003

Letter from the editor

On the road again.....Club drive to Ingleside

What a perfect day this turned out to be.

The heat wave had given way to some wonderful summer weather. Perfect condition for top less driving. Club members met at the Manordale community centre on Sunday morning, August 17th. We were going to drive to Ingleside on the St. Lawrence Seaway where the Shillito family had invited the club for a BBQ.



OVTC cars at the St. Lawrence Seaway



Ken and Veronica Shillito

Wilf and I had a surprise up our sleeves. A friend from North Carolina, who's restored a GT6, was going to join us. The GT6 is no ordinary car. It's designed for fun and good times. It's painted yellow and black, and called the Rumble- Bee. It tows a small trailer, the shape of a race car, called the Express. Only few people know that this race-car trailer actually carries the camping and personal gear of the owner Otto Kemp of Raleigh, North Carolina, and his adorable little dog Toto. Otto had been attending the Roadster Factory's party in Pennsylvania and had given in to our pressures to drive just a little bit further north to visit us. When hearing about our club's drive to Ingleside, he was excited to join the group. After introductions, the usual tech chatter and gossip, we got into our cars for the drive south. Andre Rousseau had been invited to drive the Rumble Bee and lead the convoy to our destination. It was a nice drive under sunshine and blue sky, past some small villages and along the St. Lawrence. We got lost only once, and soon assembled in the yard of Ken and Veronica and tables filled with all kinds of grilled stuff and deserts. Time passed by quickly with visiting and snacking on goodies. Otto, Toto and the Rumble-Bee- Express was the centre of attention as they always seem to be. The waterfront home and garden of our friends, the Shillitos, provided such a relaxing afternoon for everyone. The drive home along the Seaway was an added bonus for the Haaspers and the Rumble-Bee crew.

Many thanks go out to Ken and Veronica Shillito for their hospitality. The desserts were awesome!!!!!!!

Please welcome new members Doug and Lorrie Newman with their 74 TR6, Paul and Lori Wood and their TR6, and welcome back Robert Samuel to the club. Hope to see you at the next event or meeting.

Note to all members: For those members who have not renewed their membership. Dues are overdue. Please send your renewal to Vivien Kaye, Tel: 613-692-1880; e-mail: njkid@cyberus.ca

Letters to the editor

Hi Liv,

Newsletter looks great. Good to see my photo in there too!

Regarding the book "In the Shadow of my Father & Life at Triumph", I have a copy of this book and highly recommend it also! It is much more a book about Triumph the company and the people. There is much humorous recollections included. I am willing to loan my book out, as long as it can be returned in a reasonable amount of time.

David Huddleson, Gloucester, Ontario, Canada dhuddleson@sympatico.ca

Hi Liv,

I hope your trip back from Watkin's Glen was less eventful than ours.

CAA Plus... well worth considering. I have been a member of the CAA for several years now. I joined primarily for their towing coverage since I drive older cars.... there are also many other benefits.

Returning from the vintage races Watkins Glen my 1989 Dodge Spirit died at the Thousand Islands bridge toll booth on the US side. The fuel pump was thought to be the problem... not fixable. Luckily, a State trooper was close by and phoned for a tow truck for me. The tow truck arrived about half an hour later. The driver explained that he could not tow me to Canada and would drop me off in no mans land between the US and Canada customs. From there (Duty Free store) I phoned the CAA and explained my predicament, they said "no problem" and there would be a Canadian tow truck there ASAP to tow my car back home to Ottawa. I asked the driver what a tow like this would normally cost... \$35 to come to your car + \$2 / Km... The total for both tow jobs (two trucks + 170 Km) would have cost over \$400 ! Since I had CAA plus, the cost to me was \$2 (bridge toll payment for the tow truck).

Gord Robertson

Reports from the TRF party in Armagh Pennsylvania by Dave Huddleson

On Saturday, August 10, at the TRF Summer Party/ VTR National Convention, the TR8 Car Club asked Graham Robson, former Standard-Triumph, employee/manager and more recently automotive writer, to choose a "best TR8" from all the vehicles on display. We gave Graham no specific criteria, and Graham reviewed all the 70 TR8's displayed along Philadelphia Street in downtown Indiana, Pennsylvania. Graham came back to see both myself and Bill Sweeting to say that he had chosen his "favourite" TR8. He stated that he simply viewed all the cars, with his choice being the vehicle he would most like to take home with him. Graham stated he liked the Triton Green car which was the actual Car & Driver magazine cover car back in August 1980. He also liked the silver TR8 of Ron Bonelli from Los Vegas, Nevada. But the vehicle he liked best was the black TR8 of Paul Macdonald of Ottawa, Ontario. Even though he realises that this was not an original colour (Peter Rudge would want to know if the dealer painted it...), Graham felt that the owner of this car shows his passion for his hobby. The car is well presented, and looks great with its shiny paintwork and nice aftermarket wheels.

Congratulations to Paul, your trophy will be coming from TRF in the next couple of weeks. And you missed yours-truly having to stand at the microphone and talk about you and your award (I have no idea what I actually ended up saying...!). Oh, and please deliver your car to the Port of Montreal so that it can be shipped off to Graham! :-) OK, so the last bit is my feeble attempt at some humour.

Anyway, other than a little mud to make the weekend interesting, the combined TRF/VTR event went pretty well. Thanks to all that came along, it was great to meet many of you for the first time, and meet again for many other regulars. And MT, you have no idea what you missed! Charles Runyan? Nah, who cares about actually meeting Charles. But thank you Charles for putting on this great event, allowing people to get together and have fun with their British cars. It's all about the people, not the inventory (or lack...) of parts at TRF. Rain or not, we all had a great time.

Cheers,
David Huddleson

UK and the Festival of Speed 2003 *by J.Day*

Lori and I had decided to take our holiday in the UK this year, and to conclude the voyage with the Festival of Speed. In the end, it was a perfect holiday and the Festival was more than we had expected. In short, we'll be doing it again some day.

We included a week in Scotland for the first part of the trip, and we passed through the Lake District and Wales, even the Morgan factory in Malvern Link, before eventually arriving in West Sussex for Goodwood. We put 2,350 miles on our rental car (a brand-new Vauxhaul Vectra) in the end, and I managed to keep it from getting scratched (or worse) by oncoming traffic on the narrow roads. We knew we were in trouble when we saw road signs that said "Oncoming Traffic in Middle of Road" – it made us wonder where WE were supposed to be! Still, once you learn to judge where you are on the road, it wasn't too bad. I'm glad we have shoulders on the roads over here is all I can say.



Michael Schumacher's F1



Jenson Button signing autographs



Ferrari GTO

We knew things were going to be good when on the motorway south to Goodwood, we were passed by a couple of true exotics. One I had no idea what it was; the other was a Ford GT-40! We knew we had to be on the right road!. The excitement grew when after parking and going through the first gate on the Friday, I saw one of the original Jaguar E-type "lightweight" racers, just parked beside a trailer. No special treatment or fanfare – just a typical outing at a motoring event. This was going to be the pattern for the rest of the weekend – so many cars it was impossible to treat them all as special.

We spent the three days of the Festival absorbing as much of what was on offer, and it took the three days to absorb it all. There were several classes of vehicles making the climb up Lord March's driveway, from turn of the century rarities, on through pre-war road and race cars, to the very latest in Formula One, high performance and luxury automobiles. The Cartier Style et Luxe was the 'Concours' event at Goodwood, with several rare and priceless automobiles on display. There was a special Rolls Royce feature with samples of all the 'Phantom' models, I through VI. All were in concours condition, and personified the craftsmanship R-R is renowned for. Other cars on display included an Aston Martin DB2/4, a Porsche 959, and several Corvette styling cars, including the 'Mako Shark'. For fun, there was also a 'California Beach Scene' on display, with cars including a Woody wagon, a dune buggy and (what would be Peter L'Abbé's favourite) a 21-window VW bus.

Moving on to the front of Goodwood House, there was the main display erected on the front lawn in front of the main entrance to the estate: for Ford's 100th anniversary, there was a huge vertical rendering of a race track, with 3 GT40's suspended on it, their noses pointed to the ground. Every few minutes, water would be shot out from beneath their tires, simulating wet racing conditions. As the temperatures climbed over the 3 days, that was a nice place to stand under. It was also the only spot on the estate where the grass was still green! Near the main house was the Dunhill Driver's Area, where the various celebrity drivers would be making their way to & from the motoring events and stages. While watching the area briefly on the second day, in the space of a few minutes we saw drivers such as Dan Gurney, Derek Bell, Jensen Button and Philippe Massa. There were several people there, young and old, looking for autographs. One woman went running after Massa, who had been transported on the back of a golf cart, as if he was one of the Beatles or something! Meanwhile, Derek Bell was making his way over to the paddocks for his turn in the next upcoming stage event. When one of the people who'd accompanied him out of the driver area asked if he was going to walk over (across the front lawn & the concourse to the pits), the 5-time Le Mans winner commented, half in jest, "You have to be a knight to get a ride around here." That was my line of the weekend!

There were all sorts of things going on around the grounds: several manufacturers had displays and tents on the lawn. I really enjoyed the Lotus and TVR displays, just because we don't have those cars over here (especially the TVR's, which is a shame). Renault also had an 'audience participation' display, where members of the public could try to do a 4-wheel change on a Formula 1 car like the real guys do. Some teams actually did pretty good, with sub-10 second times. Another guy we watched just could not work an air ratchet to save himself! While the other 3 wheels were done & signalling 'ready', this guy was fumbling all over the place – shameful!

There were several other activities, both motoring-related and general interest, including different musical acts on different bandstands around the grounds. There were several different vendors at the Festival, and if I didn't have to pack & carry what I bought, I could have gone really insane. Then there was the regalia! Again, one had to beware the prices, but still, if I got TO the place, I should at least get a shirt, right? I thought so! On the Sunday, one of the kiosks had marked down the price of their 'Jaguar Racing' goods to £5 each. My kingdom for another carry-on bag! Arrgh!

Eventually, at the end of each day, we had to make our way to our car, to head back to our B&B in Chichester. That was another worthwhile part of the Festival – the parking lot! I wish I'd taken pictures each day, but I only decided to when we were finished for good on Sunday. Even then, there were plenty of sights worth their own display, such as several models of Ferraris, a BMW Z8, several Loti and TVR, and a lone, short door TR2. I did see more Triumphs in the lot than I did on the entire 2 weeks before, even with all the driving we did. I saw more late-model TVR's on the road than TR's, and even a half-dozen nice Morris Minor wagons! England is a land of surprises!

As for the Festival – we hope to be back again soon!
Cheers, JD & LD

Rumbling along with the Rumble Bee- Express

by Liv Haasper

This is the story of the Rumble-B and the Rumble-B Express, a little yellow and black 1972 Triumph GT6 Mk3, the pride and joy of Otto Kemp of North Carolina, USA.

In the year of 1990, Otto came across a little Triumph GT6 which sat abandoned besides an old repair shop in the town of Raleigh, North Carolina. Driving by, he had been watching the little car, parked in the shade of the building, rusting away in poor neglect and looking rather sad. The owner of the car, after a series of failures and mechanical problems, the latest a clutch problem that seemed to be too costly to attempt and not worth the trouble, had given up on his vehicle. One day, Otto, an avid Triumph owner, having owned a TR4 in his 30ties, decided to stop and inquire about the car. Soon, it was on his way home to his new owner, his new location and his new found Triumph life. Otto got busy repairing and restoring. He was full of enthusiasm to get the little Triumph ready for the road. But, life interfered with some family problems and, for a while, the car was put back under a shiny tarp, torn apart, in worse shape than before, alone and forgotten. Eight long years went by. Then, a move to a new location changed the life of Otto's and the GT6 in a big way; things were looking up. One day, Kenny, a friend of Otto's, happened to visit, driving a Spitfire, lovingly called "Snoopy". Naturally, the subject of the GT6 was brought up and the tarp ceremoniously removed for inspection. It was rolled into Otto's brand new garage; the first serious step towards Triumph freedom had begun.



The calendar now showed the year of 1998. Otto and Kenny were busy working on the Spit and also on the GT6. The Spit became a new TR 2500 engine, and the GT6 underwent some body work and a nice paint job. Then, the mechanical work was finished, and a new interior was fitted. It also had a new Monza exhaust installed, which rumbled along, sounding like a rumbling bee. Since the car sports the colours of yellow and black, the name "Rumble-B. "simply fell into place.

The Rumble-B Express

Otto is very devoted to his little car. He claims it's his love in life, besides his famous little dog Toto, who travels with them wherever they go. The Rumble-Bee has taken Otto and Toto on many camping trips. In order to be able to carry with him all of the equipment, Otto designed and built a matching trailer, the "Express", a little race car. "When you look in the rear view mirror" Otto explains laughingly, "you see this little racer chasing you. You just got to speed up to get away from it".

The Rumble-Bee is now rumbling along happily in North Carolina. It's to be found in many shows in the area and, if you're lucky, you may see it at the TRF summer party in August. If it doesn't rain, that is.....!!

Pretty, at Pearls Paradise

By Liv Haasper

Vacation, wonderful vacation in Nova Scotia. Summer weather, blue sky, lazy strolls by the Atlantic ocean andwas that a TR7 and a GT6 driving across the parking lot????????? Triumphs !! They have Triumphs in Nova Scotia!!!

Wilf, our friend Barb, and I were on the look-out, on a mission, to connect with the local Vintage Car Club of Kingston, Nova Scotia, which was meeting every second Wednesday night on the parking lot of this certain shopping mall. Someone had mentioned 'cruise night' and the fact, that there were Triumphs to be found among all those beautiful, American antique cars. I just had to try to find out if this was true and meet the fellow Triumph enthusiasts of the beautiful Annapolis valley.

The three of us had been waiting for some time at this location, and nearly given up on the idea of ever seeing a Triumph in Nova Scotia when, suddenly, the mirage of a silvery shadow of a GT6 and the sleek body of a TR7 slid right past us. I was out of the vehicle like a shot. Had I not seen a Triumph since four days ago when attending the Vintage Triumph Festival at Mosport? By this time, I was Triumph deprivedAt the sight of the little British cars sliding by, my heart started to race. I just simply had to flag them down and get to meet the owners of the cars, who had just come to a halt at a stop sign, but didn't notice my feeble attempts of getting their attention. I jumped back into the van, the chase was on. The Triumphs were just ahead of us. Suddenly, the traffic light turned red and all that could be seen was the dim glow of the rear lights disappearing in the distance. Panic set in. Which direction did they take? "I think they went in the direction of the museum" Barb piped up from the back seat. Eyes focused on the area ahead of us, checking cars in unknown territories. Not a sign, not a clue, anywhere to be seen. "Try the parking lot by the mall" suggested our friend, already questioning the urgency and sanity of this whole scenario. Said and done, still nothing could be triumphantly reported.

The silly game of searching for British Cars went on for a while, driving around every little nook and cranny of pretty little Kingston town and, after a while, we disappointedly gave up the chase and resigned to drive back to Barb's house. Suddenly, "There, look over there!!!" Now, even Barb sounded exited beyond belief, pointing to the parking lot of the "Atlantic Super Save".....Pink Caddy's, purple Chevy's, sparkly Mustangs, a red and a white T-Bird, a black Oldsmobile hearse, a whole assortment of American Antique vehicles were neatly lined up, side by side. And, low and behold, the "silver cloud" of a GT6, the spiffy, dark orange TR7, and- surprise- a white 1965 TR4 were parked proudly beside this rainbow of American beauties as if they were going to say' Hey, we matter, we count, hey, we're just as pretty and pay attention.....we RULE"



Greg Sproule and the TR's

Happily, we drove up to the group. Some people noticed the sticker on our van "Spit happens, Triumph support vehicle", then the Ontario license plate. "Malcolm, look who's here!" someone called out. We had found the Sproul family, dedicated Triumph owners and lovers of British cars. After we introduced ourselves, we eagerly inspected the objects of our attention, Malcolm and Doris Sproul's beautiful 1965 TR4A. Parked next to it, in all its beauty, was the beautiful, silver 1972 Mk3 GT6 that belongs to their son Kevin and his wife Maggie. And then, there was the very nice 1980 TR7 5 speed, belonging to Malcolm and Doris's second son, Craig. The 7 had just received a new engine and new interior and looked mighty spiffy. The cars were in excellent condition. They had been lovingly restored and were the pride and joy of the Sproul family. We instantly realized that we all had a lot to talk about. Being Triumph owners will do that to strangers. The love for the classic automobile brings people together.

"The club is going for a drive and I have an empty seat. If you want to come along for the drive hop in" offered Craig. How could I decline such a tempting invitation? I was already in the car, waiting to get going. The club had planned a leisurely drive through the country side. An ice cream parlour in the town of Paradise was the object of the club's destination. Wilf and my friend Barb, following along behind the convoy in our camper-van, were going to endure the trip in the old 'support vehicle'. The drive took us through small east coast villages. Beautiful old, well kept homes lined the shady lanes. Wild roses, lupines and azaleas were in full bloom growing by the side of the road, their sweet fragrance drifting into the car during the open top ride. The sun was

just setting behind the rows of apple trees the fertile Annapolis valley is known for. The evening was a bit cool, but the scenery was breath taking and made us forget the chill of the approaching evening. Triumph owners have a lot of news to exchange and before we knew it, we had arrived at our destination, Pearls Paradise, Ice cream parlour grandioso, where all the colourful classic cars were already busy manoeuvring into tight parking spaces.



Soon, everyone was loaded down with frozen delights, piles of fried clams, lobster rolls, and other sinful treats, and people, in typical down-east friendly fashion, were happy to talk about restorations and things. Bonnets were lifted, engines and mechanics inspected and compliments exchanged. “So, would you like to see my TR3 A?” asked Malcolm, knowing very well the answer to that question. “Let’s go” I cried, the lobster and clams already history and forgotten. Off we went, back the way we came from, following Malcolm’s direction. When we got there, Malcolm and Doris were already driving the TR out of their garage. What a beautiful vehicle, a 1959, Royal blue paint, lit up by the fading light of the sun set, shiny like a jewel. Brand

new tan interior. We uhhed and ahed....until Malcolm stated “ Now, you got to see Kevin’s Spitfire, get in the car, we’ll all drive over to his house”. Said and done. I got my ride in the TR3A with Malcolm explaining the works and testing the cars performance,”open her up a bit, let’s see how she runs”. The car drove beautifully smooth. Engines well timed and purring like a kitten. Minutes later, the ride came to an end at an open garage where a yellow 1500 Spit, a 1978, joyfully peeked its nose out from behind a corner. I felt right at home with this vehicle and instantly missed my own Mk3. “We can’t stop here” I was told “let’s all go over to Craig’s “I heard someone say. Can’t have it any other way. Just around the corner, Craig Sproul had a TR6 hidden in his garage. This car needed a bit of work and, no doubt, if we ever visit again, it’s going to be a show winner as well. We couldn’t miss inspecting Craig’s Old English Pub he had built in his basement and had a good time visiting and chatting until we realized it was already past 10 pm and we hadn’t even had supper yet!! It was time to say good bye.

Well, what can I say, nothing matters when you’re having fun.....

Nova Scotia, yeahhhh.....they have Triumphs in Nova Scotia, and they all meet in paradise.....

Upcoming events

English Breakfast, every 3rd. Sunday at the Broadway Bar and Grill in Ottawa, 1896 Prince of Wales Dr. near Fisher. For more information contact Hil.Goldberd Tel. 692-5381 Cell 291-6616, e-mail wilur@magma.ca

September 18th . -24th . British Invasion, Stowe, Vermont, www.britishinvasion.com

September 21 2003, British Car Day, Bronte Creek Provincial Park, Oakville, Ontario, www.torontotriumph.com

September 21st, 2003 Thousand IslandsVintage Rally, St. Lawrence Automobile Club of Kingston Ontario, Contact John Kennear 613- 389-3566 or Eric Brunner 613-376-1538. Entry form at ebrunner@rc.igs.net

September 23rd OVTC meeting. 7.45 pm Guest speaker Mr. Andrew Telfer, representative of Kent Automotive, speaking about Corrosion Protection (discussion and video), Seam Sealers (discussion and video), Adhesives, Metal Bonding and Repair, General Rehabilitation of Old Vehicles

Oct. 3-5 Fall Carlisle. PA Car Show and Market, www.carsatcarlisle.com

Oct. 4th. 2003 MCO Land O' Lakes Sports car Rally A very friendly, very basic, tour rally to raise money for the Cdn Cancer Society. Please spread the word, and I hope you can all make it. Craig Hamm Organiser.

Oct. 19th. Please note this is a new date!!! Annual Gatineau fall drive, details to be organized

Oct. 28th. OVTC meeting, election night. Please attend to vote in the new officers of your club.

The list of events will be updated monthly, as the info is forwarded to the editor.

Classifieds

Wanted

Economically repairable driver's side front fender for TR2 or TR3. I am having the car restored at a facility in NY State. Please contact Russell Jacobs at RJ Cars restoration shop. jacobs@RJCars.com Tel: 607 324 8325

Front seats for a GT6+ Call Peter Jeffrey: 613 254 7484, e-mail: pjeff65046@aol.com

Spare parts needed for a 65 Triumph Mk3, doors, seats, bonnet and other various parts. Bill Johnston, [<bwhjohnston@ripnet.com>](mailto:bwhjohnston@ripnet.com)

Looking for a differential for a '76 Spitfire. David Cruise Malloy, Pd.D.
Email: david.malloy@uregina.ca, (306) 585-5186 (Office), (306) 337-2444 (FAX)

Roll bar for a Spitfire. Chris Romer, cromer@videotron.ca

Mk2 Front bumper I'm looking for a front bumper for a 1965 Spitfire MKII in reasonably good shape - one that can be re-chromed. I would appreciate hearing from anyone who has such a bumper or knows of someone who would be interested in selling one. Roly Mailloux, 613-226-8708 rdmailloux@sympatico.ca

Parking space for car-haul trailer needed by October. I looking for a space, inside or outside, to park my trailer in the Ottawa or surrounding area. Anyone who could help me out please call, Wayne Mercer at 613-792-1252

For sale:

TR6, 1975, white (not original), 60,000 miles. New S/S exhaust, newer top, 1 year old electronic ignition. Runs well, weakest point is the seats but they're not that bad! I'd like to sell it to someone who'll appreciate it. Dave Joyce Tel. 613 226-2102, [<dwjoyce@sympatico.ca>](mailto:dwjoyce@sympatico.ca)

Goodyear G800 Redline radial tire, size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked.. I need room so make me an offer. Alain 613-742-1557. mittimus@cyberus.ca

1974 TR6, original Texas car, factory air conditioning, total restoration, no holding back on cost, magenta color, new interior, everything rebuilt, totally orig, except twin stainless exhaust system, red line tires, fresh painted wheels, new top with reflective stripe, a unbelievable car, \$22 000 cdn, or best offer, pics of every angle sent by request, mailto:srobbi0511@rogers.com

1968 Spitfire, 55,000 org. mi .Runs well, looks great, red, new suspension, battery and tires. Must reluctantly let her go to a new home! \$7,200.00, OBO, 819-684-2517. D.Symons, dmsymons3@yahoo.com>

1971 TR6, 71 000 km, body sound, \$ 8 500.—Bernie Machado, 658- 3070 e-mail Machadob@UCDSB.on.ca

1974 TR6 for sale. 55000 miles. All original except color. The car is in Quebec City. It's apple green with black interior. Professional written estimate : 12000 \$ Selling for 9500 \$ I've got another project and need the money. Pics available. Serious inquiries only. Marc 418-661-6143

1971 Triumph Spitfire Mark 4 Loss of storage forces reluctant sale of 1971 Triumph Spitfire Mark 4 project. Base car was complete, original, running well and rust free. Body has been removed from frame for restoration. All original parts have been retained and over \$2,000 of NOS parts purchased from the Roadster Factory. We can assist with moving the vehicle and parts. Asking \$4,500 or near offer. Call 233-7052. Victoria Ridley <gemini@cyberus.ca>

Please note: Ads will be published for the duration of two month only unless I'm notified otherwise.

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.45 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 Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

OVTC Executive for 2002-2003

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