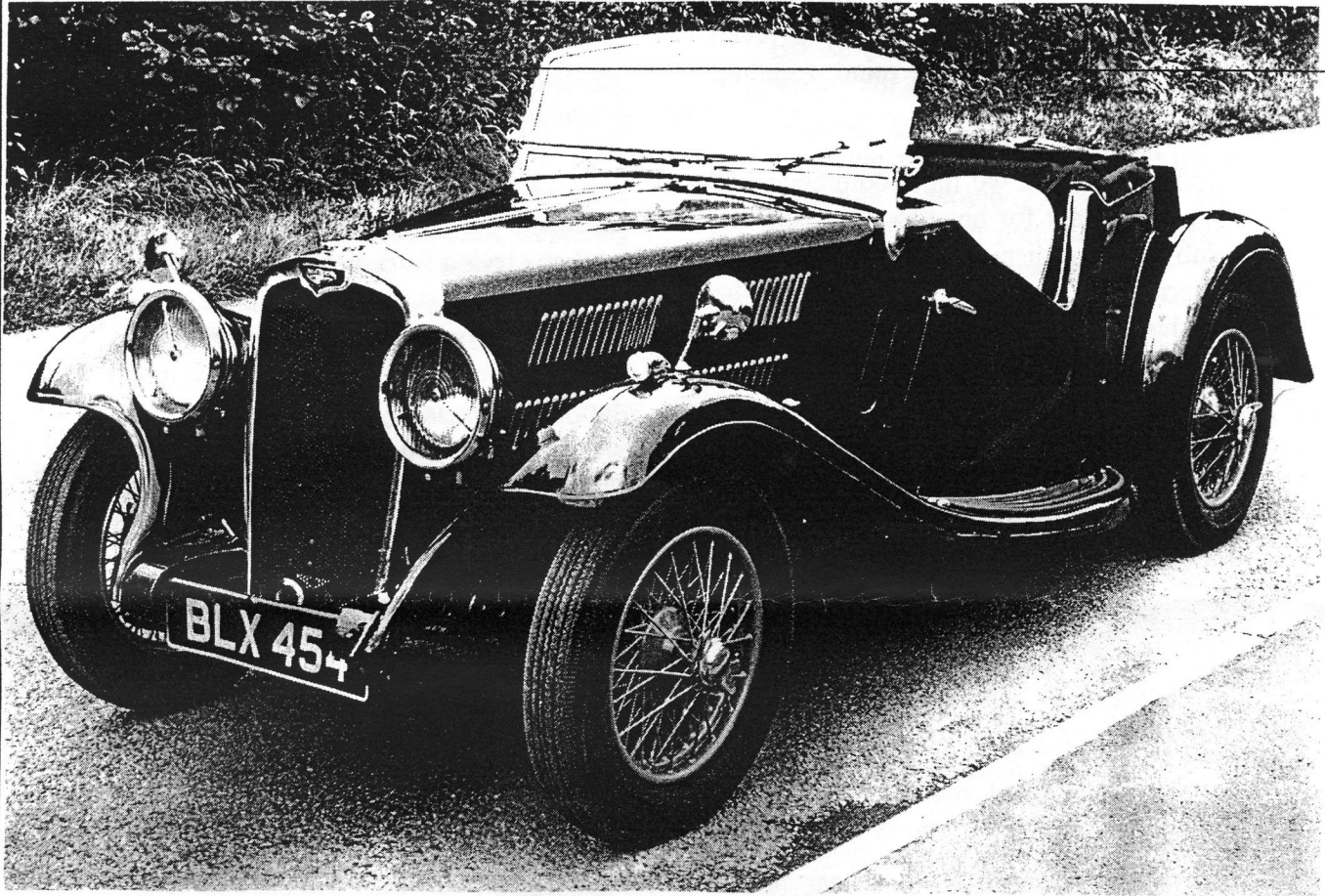




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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February 1997

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**A Message From the President,
John Tierney**

January and February have to be the most "non-car" months of the year. Personally, I find it difficult to get enthusiastic about the coming season, and it's too cold in the garage to even pick up the tools, never mind spending any time out there!

Considering this we must commend our Vice-President for his efforts to help the club set up a display at the Ottawa-Hull International Car Show. Not only did he get his TR6 out of storage but he had it professionally polished at Landon Refinishing and presented a beautiful car at the show. Thanks Bob and thanks to all the members who donated their time to help promote the club.

My time at the show was quite interesting. I met many different people with varied comments from "are they still making these?" to "I had one of these in the 70's" and the all too familiar "looks good, but you have to stop every ten miles to fix them".

I was very surprised to hear these comments about the reliability of the classic British sports car, and even a little disturbed by it. In most cases, after further conversation with this type of person, I found that they had never even driven an MG or Triumph, thus had no place making such statements.

This pet peeve of mine was stirred up a short while ago while reading the January 1997 issue of Automobile magazine. In a department called "vintage stuff" there is a column called "on the block" in which Keith Martin, Editor and Publisher of

Sports Car Market magazine reported on the Fall Classic Auction in Vancouver, B.C. Mr. Martin reported on the sale of a 1980 Triumph TR7 convertible that sold for \$1,478.00. His comment was "finally a car you can buy with your Visa, drive it all summer with the top down, then convert it to a lawn ornament. Any money spent improving it would be immediately wasted".

When I first read this I was angry at such comments. Afterwards I thought perhaps trying to dispel this reputation is not such a good idea. Maybe we should spread the rumours thereby keeping the secret about how great and how much fun Triumphs really are. That way those of us with limited hobby car budgets can still enjoy our Triumphs.

Most of the people I talked to at the show were enthusiastic and positive. The club got some excellent exposure and I was even interviewed on live T.V. by Lee-Anne Cusack of CJOH's Midday Newslines.

Writing this column has made me a little more enthusiastic. How many more days 'til spring?

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OF INTEREST !

The Prez and myself attended a meeting in the Byward market last month which was organized by Shannon-Lee Manion. Her vision is to organize the various car clubs in the valley so that Ottawa will be **THE** spot in eastern Canada for classics, rods, antiques, etc. Judging by the turnout of pretty close to 100 people she may be onto something here. The main objective of the meeting was to post dates for shows and events and hopefully avoid conflicting dates. Judging by the events calendar enclosed in this issue, that task is in pretty good order.

The other topic of discussion was to get all clubs hyped up on the idea of a huge car show in the Market area. The basic planning seems to have been done and it appears there will be a marvelous show on June 1st. There will be a pre-registration so start thinking now whether you will want to participate or not. Stay tuned for more details as they become available...

FIRST OUT IN 1997 !

What, already ? Most of us thought that Bob Thomas had it in the bag when he drove his red TR6 from Perth to Richmond on January 23rd in order to prep it for the car show (see elsewhere for those details) but low and behold Dave Huddelson had his "wedge" out on a cruise from Ottawa to Manotick January 13th. Congrats! (but no cash).

UPDATE F-1

The way I see it, Triumph enthusiasts are basically car nuts, anything with four

wheels and an engine that goes fast and corners faster is an allurements. With the 1997 F-1 season kicking off in Australia on March 9th, I bring to you little known facts to nourish your curiosity:

- Nigel Mansell is testing for Jordan. Mansell, as the most successful British driver ever, would be a huge boost for the team. Chances of keeping the Peugeot engine and satisfying sponsors by the huge press coverage would improve the exposure for the team. His contract with McLaren has just expired.
- Porsche has NO plans on returning to F-1 (as rumored).
- F-1 champ of 1996, Damon Hill, drives for last place team Arrows in 1997. Yamaha and Bridgestone are new contributors to the team as well.
- All eyes will be on new entry Stewart GP. The country of Malaysia is the main sponsor, along with Ford, who will be offering their number one engines. Rubens Barrichello and Jan Magnussen are the pilots.
- Lola is looking to get back into F-1.
- Team Williams key personnel (Williams, Head, Newey) face manslaughter charges in Italy in the Senna case. Since they have to be served in Italy, will the team miss the two races in Italy? Will the rest of the F-1 circus support them and boycott as well? Lots of legal issues to be sorted out here!
- Ferrari will be setting up a joint venture with Team Sauber to oversee development and building of engines.

JANUARY MEETING

It was mid-winter, and a blizzard was howling, but low and behold 17 brave souls arrived at the club house to view some excellent videos that were provided by Triumph fanatics. Up on the big screen we watched Triumphs of all ages and all models roar around Watkins Glen; we saw the Canadian Classic and associated rallye; we saw Stowe; the MG's on the Sparks Street Mall - man were there some great classics there!

John reviewed some of the latest happenings which are also covered here and there in this newsletter. Thanks to all those who came out on the stormiest night of the year, especially the Perth crew!

ANNUAL NEW CAR SHOW

As you all know, this year we were invited to participate in this well attended show. We shared an area with the VW club and the MG club. Bob Thomas had his TR6 buffed and polished at LANDON REFINISHING for our part of the display. If you were one of the many that came by, I'm sure you'll agree that we certainly held our own and fit right in between the Lamborghini and all the other exotic (as well as regular) machinery. The exposure the club had in this show was far reaching and will, I'm sure, continue to have an impact for us for months down the road. The impact being to generate new members and to provide that needed fix to new devotees looking for information about classic cars or to those looking out for the 'classic' sports car come the summer months. For the brief time I was there it was shoulder to shoulder, standing room only. The

comments ranged from "I remember the days when..." to "boy, how'd you like to..."

Our VP, Bob Thomas, gave up most, if not all of his week, from prepping the car, to transporting it, to staffing the booth! Many thanks to Bob and everyone else that represented us so well. John Tierney was even interviewed on CJOH's noon news report!

NEW MEMBERS

A grand welcome to the newest members of the OVTC !

Geoff Wright brings with him his '73 TR6. As well, his father owns a '75 TR6 and a '68 GT6! Nice to have you aboard.

Gary Parkinson joins us and has a '71 TR6. We're looking forward to seeing it.

Howard James from Metcalfe has two Spitfires, a '68 undergoing restoration and a '70 for parts. Smart man, having all those parts available; hope to see it come spring.

FOR SALE / A VENDRE

- 1980 Spitfire, O/D, no winters, brown, original paint, 30,000 km, John 825-4790
- 1973 GT6, 1973 GT6, that's right, two of them; one has extensive fire damage, the other is to provide required parts needed to make one whole car. If you are interested in some fun restoration work call Richard at 834-2666. Asking price is \$2500.

THE MONTHLY FEATURE

I never said it had to be a car, did I? For a change of pace.... I hope you enjoy a little bit of little known history I have put together.

In 1884 a 21 year-old German Jew named Siegfried Bettmann arrived in London and took on the agencies for a number of foreign firms including White Sewing Machine Co. of Cleveland, Ohio, which was to later manufacture cars and trucks. He then began to export bicycles under the name of Triumph. At first these were made for him in Birmingham, but in 1887, along with a partner Mauritz Schulte, he started his own factory in Coventry.

Business was good and increased steadily. Money was injected into the company by the Dunlop Company in 1895 and then the company went public in 1897, for financing in the range of 120,000 pounds sterling. Experiments with motorcycles were begun, however, production did not start until 1902. By 1905, Triumph was making its own engines.

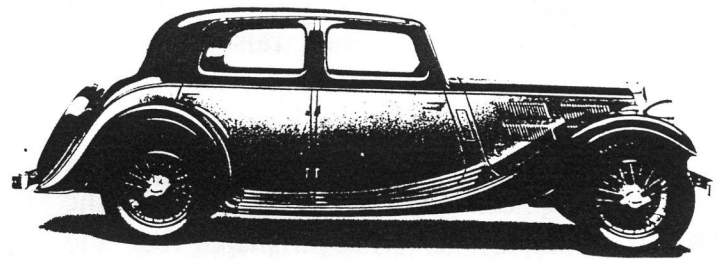
Bettmann was by now becoming a prominent figure, becoming mayor of Coventry in 1913. He was also chairman of the Standard Motor Co, which is interesting in view of the fact that the two companies would merge 30 years later.

World War I brought great prosperity to Triumph. The company supplied more than 30,000 motorcycles to British and Allied forces. Bettmann was quite satisfied

to maintain the business as it was. However, one of his managers, Claude Holbrook, finally persuaded him to go into the automobile business, so a factory was purchased in 1921.

Two years later, the first Triumph rolled off the production line. The 20hp automobile had a body supplied and designed by Regent Carriage of London. Due to the royalties to be paid to Regent, it was an expensive car for what it was (430 pounds). The next year, 1924, the 20hp automobile was joined by a larger car which had 35hp and was the first British car to have hydraulic brakes on all four wheels. This model was quite successful, phasing out the previous model in 1926 and continuing to be manufactured until 1930.

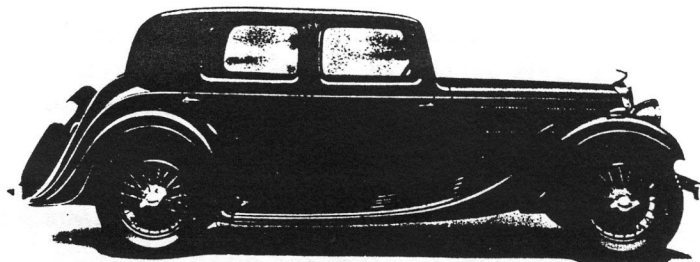
Success continued to follow Triumph with the introduction of its "sporting car", the Super Seven. This car was small and lightweight, and with its 832cc engine and own Triumph body, it set the standard for other car manufacturers.



The Great Depression hit Triumph in 1931: motorcycle sales were down 30 percent and threatened the existence of the whole company. The bicycle business was sold to Coventry Cycles, saving what was left of the motorcycle business. The automobile business remained constant. Bettmann, who was now 70 years of age, resigned as chairman of the board and placed Holbrook in charge of the automobile division. Bettmann continued to have an influence in the Triumph Motorcycle production until his death in 1951 at the age of 88.

Holbrook had never liked small cars, which he was phasing out and replacing with a line of four and six cylinder engined cars; these were the Southern Cross, Gloria, Vitesse, and the Dolomite. From 1932 to 1937 Coventry-Climax engines were used. Triumph had a flourishing bodybuilding department, but also used other coachbuilders. Donald Healey was technical director and had a large number of competition successes. In 1935, a new factory was opened.

On the surface the company looked like it was riding a wave, however losses were adding up to the tune of 212,000 pounds in 1936! More capital was raised by the issuing of more shares, and a new range of cars were introduced with Triumph's own Healey-designed engines. This seemed to save the company as Triumph shares rose and a profit was made in 1937.



In 1938 the newest model, the "Twelve", was launched. However, losses plagued the company. Suddenly, in June 1939, Triumph went into receivership. Donald Healey sold the company to Sheffield steelmaker Thomas Ward & Co. The latest two factory acquisitions recently purchased were sold to the government to manufacture airplanes for the war effort.

In 1944, Sir John Black of the Standard Motor Co. bought the bomb damaged factories and the right to the Triumph name for 75,000 pounds. His aim was to rival the quality sports saloon of William Lyon's Jaguar, which had started life as an offspring of Standard.

In 1946 the first cars were launched using the same 1776cc engine that Standard was building for Jaguar. A tubular chassis was used for the two and four door roadsters which were named the "Renown" and the "Vanguard". In 1949 the engine was changed to a 2.1 litre.

In 1953 Black launched one of the most important post-war British sports cars, the Triumph TR2. The TR2 used the 2.1 litre engine tuned to

TR2 used the 2.1 litre engine tuned to 90hp, a new chassis and a beautiful two seater body. This car and its descendants, the TR3 and TR3A, sold more than 83,000 units up to 1962.

All other models were dropped from production by 1954. The Herald was introduced in 1959, powered at first by 948cc's and later by an 1147cc engine. Suspension was all-around independent (the first small family sedan to be so equipped) and the car was attractively styled by "Michelotti".



In 1961 Standard-Triumph was taken over by the Leyland group, which quickly dropped the "Standard" and went with "Triumph". All cars at this point were being made in the Canley factory, just outside of Coventry. Leyland was responsible for giving us the Toledo, the 2000, 2 litre Dolomite, Dolomite Sprint, Spitfire, TR4, TR4A, TR5 and TR250.

In 1968 British Leyland was formed as an umbrella company for MG, Triumph, Jaguar, and Rover. In a last gasp attempt to save something of what was, they dropped Triumph saloons in favour of Rover. The popular but aged MG factory was closed in favour of TR sportscars, thereby extending life to the TR6, TR7 and TR8. By then the company was called the BL Group and was financially dependent on all tax payers in the U.K. until its final demise in the autumn of 1981.

RICHMOND 'SPORTING AND CLASSICS' SHOW AND FLEA MARKET

We have the fairgrounds reserved for the 22nd of June this year for what will continue to be **the** event of the summer for all sportscar fanatics. Paul MacDonald is co-ordinating this event and it is not too soon to start the wheels in motion, so to speak, about how you can fit in and help out. Just before our March meeting, (at 6:30 on the 24th) please show up to register as part of the organizing committee. Not sure how you can contribute? We have plenty of ideas! Should you not be able to attend the meeting please call Paul. We need your input.

Remember last year ? The Jag display of a 'cat' munching on TR's and MG's, which won the best display ! Let's put our creative minds together to outdo that type of nonsense..

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SILVER WHEEL PLAN	

FEBRUARY MEETING

On the 24th at the clubhouse, Paul Gingras of FIBRENEW INDUSTRIES will be on hand with a presentation and demonstration of restoration and

maintenance techniques of vinyl, leather, and plastics. The presentation will be followed by a question and answer period. A similar presentation at a Jaguar Club meeting a while back we are told was very informative.

CALENDAR OF EVENTS 1997

- Feb 24 OVTC meeting**
 April 4 - 6 Ottawa - Autorama
 April 6 Ottawa - Cruise Nite every Sunday evening at CTC, Heron Rd. and Bank St.
 April 11 - 13 Toronto Car Auction
 April 17 - 20 Carlisle, Pa. Spring Car Show and Flea Market
 April 20 Ancaster Flea Market
 April 26 Perth Festival of The Maples
 April 26 Dover, NJ Moss Britfest
 April 27 Luskville Drag Strip opens
 May 3 - 4 Sterling Car Show and Flea Market
 May 7 Orleans Mall Cruise Nite, every Wednesday evening
 May 7 Outaouais Cruise Nite, every Wednesday, Country Donuts, Gatineau
 May 9 - 11 Carlisle, Pa. Import Show
May 10 Ottawa, Duck Race Car Show
 May 17 Smiths Falls Car Show
 May 25 Oxford Mills Special Interest Vehicles and Motorcycles
May 26 OVTC Spring Fling meeting/beachday/picnic at the Tierney's, Mississippi Lake
 May 26 Perth Cruise Nite, every Monday nite, downtown
 May 31-June 1 Cumberland Antique Car Show
 May 31-June 1 Dorion, Qc. GM Car and GM Powered Rods
- June 1 Ottawa, First Annual Byward Market Auto Classic**
 June 1 Nepean, Porsche Concours
 June 6 - 8 Mosport, VARAC Vintage Racing Festival
 June 7 - 8 Barrie Muscle Car Show
 June 7 London British Sports Car Classic
 June 14 Nepean, Jaguar Concours
 June 14 - 15 Odessa Car Show and Flea Market
 June 14 - 15 Paris Vintage Motorcycles
 June 15 Montreal Grand Prix - F1
 June 15 Richmond Mopar Car Show
June 22 Richmond "Sporting and Classics" Show and Fleamarket
 June 22 Brockville Car Show
 June 29 Smiths Falls Rolling Thunder
 July 1 Mosport, Lotus Club of Canada Track Day
 July 1 Arnprior, Canada Day Car Show
 July 5 - 6 Trenton Street Rods
 July 7 - 13 Lake Placid, National Corvette Show
 July 11 - 13 Carlisle, Pa. Muscle Cars
 July 12 Ottawa, Harley Day
 July 25 - 27 Carlisle, Pa. Summer Collector Car Show
 July 26-27 Granby Car Show
 July 27 Ottawa, Museum of Science & Tech Car Show
July 31- Aug 3 Peterborough, 12th Annual Canadian Classic
 Aug 3 Embrun, Volksfest
 Aug 3 Brockville, 1000 Island Street Machine Show
 Aug 8 - 10 Armagh, Pa. Roadster Factory Summer Party
Aug 10 Kingston, British Car Day (Boot and Bonnets Club)
 Aug 10 Aylmer Car Show
 Aug 19 Smiths Falls Classic Cars

- Aug 11 Winchester, Dairyfest Cars
 Aug 17 Ottawa, 7th All Ford Show
 Aug 24 Oshawa All Model Autofest
 Aug 30 Perth Fair Car Show
 Aug 31 - Sept 1 Rockland Street Show
 Sept 6 Ottawa, Capital Toy Bike Run
 Sept 5 - 7 Watkins Glen, Zippo U.S. Vintage Grand Prix
 Sept 6 - 7 Kingston, Olde Fort Henry Celtic Festival (& Car Display)
 Sept 7 Renfrew Car Show
 Sept 13-14 Nepean Sportsplex Antique Autos
 Sept 14 Place d'Orleans Car Show
 Sept 19 - 21 Stowe, Vt British Invasion
 Sept 21 Bells Corners, Rocko's Cruise Day
 Sept 21 Oakville, Annual British Car Day, Bronte Creek
 Oct 2-5 Carlisle, Pa Fall Collector Cars

Please note that all dates should be checked for accuracy, which you can do in the "Wheels" section of the Ottawa Citizen (Fridays) as the date(s) approach. Also included will be more details such as times, phone numbers, etc. You will have noted that all **Triumph** related shows are highlighted and are definitely a must. Lets have an outstanding presence at these shows !

OIL DRIPS.....

Small world...I had a call from one of the directors of the Montreal TR club, turns out we had been doing business over the past few years, but didn't make the connection until he saw my name in *Overdrive*. Tom Snable drives a '66 TR4A.

Remember the problem my wife had with the set of 'Panaspot' wheels from Victoria ? (One had the wrong bolt pattern for the GT6.) Seemed like a simple fix, like a straight exchange, right? Wrong ! First, we had the wheels too long; it seems the time had expired for any replacement. What! Then we had to return all four. What! Finally a very helpful manager listened to my story, put grey matter to work and, hey, why not an exchange for only one wheel? Thanks Victoria.

You will have noticed something a little different about this edition of *Overdrive*. Canada Post notified me that our method of mailing was jeopardizing the health of their sorters and scanners due to staples and the technique that we used to fold the newsletter (once over ?). Hence, more expense for the club, envelopes and more postage. You do get, however, more reading material since the back page can now be utilized for more than an address.

Rumour has it that our northern Triumph buddy, Pat Onions, will be in town for the Feb 24th meeting. Hope you can make it Pat !

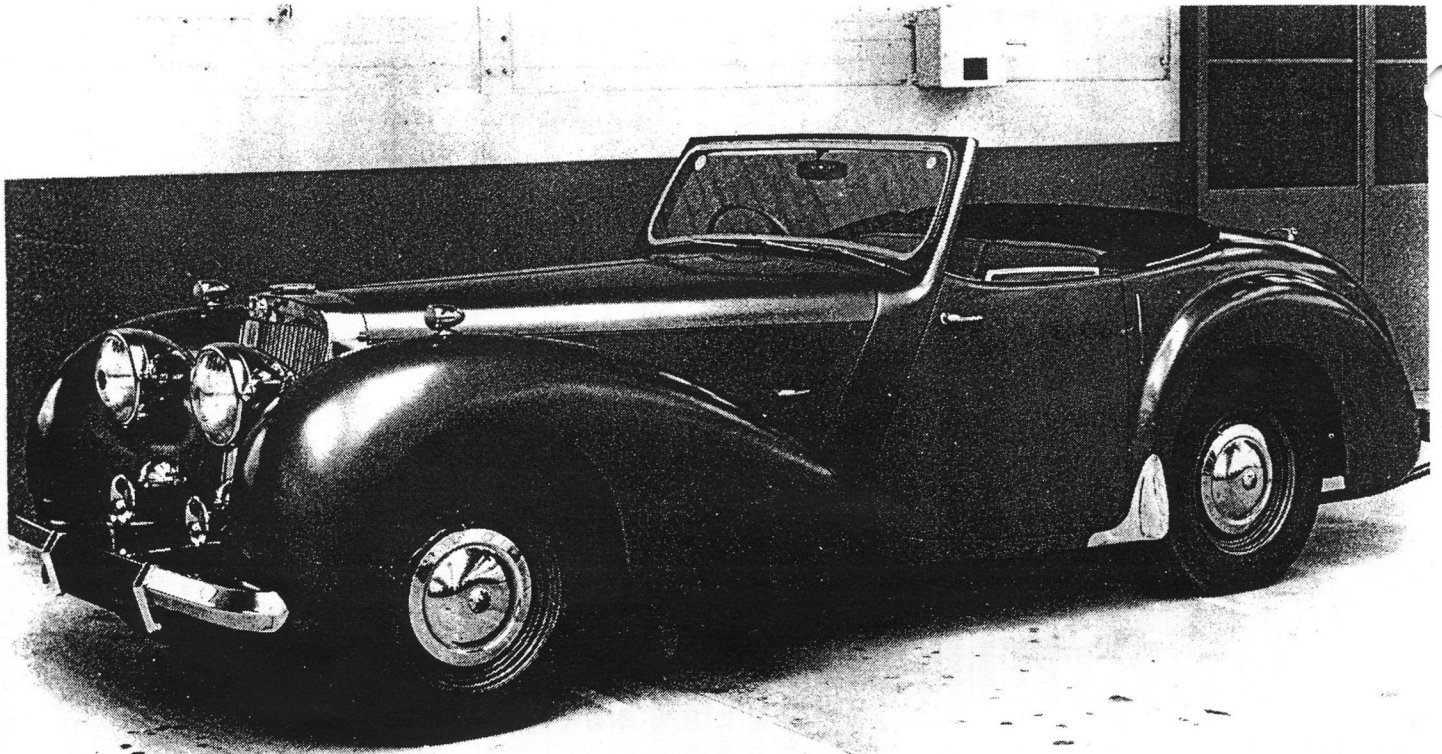
[From Paul MacDonald]- The Richmond show is already being advertised on the internet! It is on the Vintage Triumph Club events page, as well as the MG list for the north-eastern U.S. The locations are: www.vtr.org/events/index.html and www.mgcars.org.uk/clubs/deutsch.html The VTR listing is also used by the magazine "British Car" of California for their internet listings.

OTTAWA VALLEY TRIUMPH CLUB -- MEMBERSHIP LISTING 1996-97		Updated: Jan/97	
BARRAS, Dave & Marlene	119 Laurier Avenue, PEMBROKE, ONT.	K8A 2J3 H: (613) 735-0744 W: (613) 735-0173	1972 TR6
BENCO, Jane & Juliano	14 Kelvin Crescent, NEPEAN, ONT.	K2G 3L9 H: (613) 727-8113 W: (613) 564-8624	1962 TR3A, 1975 TR6
			FAX: (613) 564-7145
BOURASSA, Albert	15 St. Antoine, GATINEAU, QUE.	J8T 3L4 H: (819) 246-9550	
BOURNE, Stephan	92 Munro Street, CARLETON PLACE, ONT.	K7C 1H7 H: (613) 253-0739 W: (613) 253-9149	GT6
BOWDEN, Barry M.	623 Glenside Terrace, ORLEANS, ONT.	K4A 2B7 H: (613) 824-0082 W: (613) 763-1497	1977 Spitfire
BROWN, Malcolm & Lynne	35 Roberta Crescent, NEPEAN, ONT.	K2J 1G5 H: (613) 825-0458	1974 TR6
BURNS, Rob	97 West Street, TRENTON, ONT.	K8V 2M3 H: (613) 394-0707 W: (613) 392-2811	
CRAMPTON, Jamie	77 Lisgar Street, CARLETON PLACE, ONT.	K7C 1N1 H: (613) 257-5913 W: (613) 257-1690	1975 TR6
CRAWFORD, Michael	18 Sagamore Court, NEPEAN, ONT.	K2J 2Y4 H: (613) 825-2620 W: (613) 723-3935	1975 TR6
DAY, John & Lori	95 Chippewa Avenue, NEPEAN, ONT.	K2G 1Y3 H: (613) 723-9876 W: (613) 992-5826	1976 TR6, 1972 TR6
DISIPIO, John	824 Kingsmere Avenue, OTTAWA, ONT.	K2A 3J9 H: (613) 728-3606	1959 TR3A
DOWHAN, Rick & Sharon	71 Deniverville Drive, GLOUCESTER, ONT.	K1V 7N6 H: (613) 736-7453	
FILION, Peter J.	R.R. #4, WINCHESTER, ONT.	K0C 2K0 H: (613) 774-2813 W: (613) 774-3777	
GATES, Gary	425 Main Street, WINCHESTER, ONT.	K0C 2K0 H: (613) 774-3829 W: (613) 774-2420	1975 TR6
GOBLE, Calvin & Mandy	170 Hemlock Drive, RR #2, CARLETON PLACE, ONT.	K7C 3P2 H: (613) 257-8489 W: (613) 236-1222	1979 TR7 Convertible
GREAVES, Charles	P.O. Box 198, 17 Ralph St., MOREWOOD, ONT.	K0A 2R0 H: (613) 448-1239	1972 TR6
HARASEK, Martin	29 Rueter Street, NEPEAN, ONT.	K2J 3Z9 H: (613) 823-1276 W: (613) 230-9428	1976 TR6
HENDERSON, Hugh	26 Wilson Street W., PERTH, ONT.	K7H 2M9 H: (613) 267-4935 W: (613) 267-2971	1980 TR7
HENDERSON, Larry & Dianne	R.R. #2, GODFREY, ONT.	K0H 1T0 H: (613) 273-2370 W: (613) 224-5210	1961 TR3A
HENNESSY, Shaun	1454 Laurin Crescent, ORLEANS, ONT.	K1E 3H3 H: (613) 830-0121 W: (613) 237-1590	1958 TR3A
HILDEBRANDT, Randy	44-4001 Old Clayburn Road, ABBOTTSFORD, B.C.	V3G 1C5 H: (604) 855-5464	1976 TR6
HILLARY, Bill	4914 Woodkillon Road, WOODLAWN, ONT.	K0A 3M0 H: (613) 832-1199 W: (613) 839-2020	1963 TR4
HOLBECH, Craig	1144 Rockingham, Apt. #607, OTTAWA, ONT.	K2H 8L7 H: (613) 731-5420	1969 Spitfire
HOLBECH, Derek & Isobel	111 Sherbrooke St. E., PERTH, ONT.	K7H 1A7 H: (613) 267-6676	1962 Herald
HUDDLESON, Lynda & David	5053 Limebank Road, GLOUCESTER, ONT.	K1X 1E8 H: (613) 822-1315 W: (613) 274-6500 EXT. 8807	1976 TR7, 1980 TR7 Spider 1979 TR8 Coupe
JAMES, Howard	8261 Walker Road, R.R. #3, METCALFE, ONT.	K0A 2P0 H: (613) 821-1579	1968 Spitfire, 1970 Spitfire
KAYE, Ed & Vivien	1710 River Road, MANOTICK, ONT.	K4M 1B4 H: (613) 692-1880	1965 TR4
			FAX: (613) 722-3465
KINGSFORD, Judy	1666 Dunrobin Road, KANATA, ONT.	K2K 1X7 H: (613) 839-5353	1957 TR3
LASHLEY, Joseph & Doreen	53 Banner Road, NEPEAN, ONT.	K2H 8X5 H: (613) 726-6724	1980 TR8
LAW, Clive M.	55 Abingdon Drive, NEPEAN, ONT.	K2H 7M5 H: (613) 820-7350 W: (613) 224-7281	1967 TR4A, 1970 TR6
LEBLANC, Don	18 Alderbrook Drive, NEPEAN, ONT.	K2H 5W5 H: (613) 820-8680 W: (613) 765-3930	1977 Spitfire
LINDSAY, Gary	19 Sims Avenue, OTTAWA, ONT.	K1Y 3J9 H: (613) 729-7787	1975 Spitfire
LORTIE, Andre & Anne Barnabe	73 Avenue des Lilas, AYLMER, QUE.	J9J 2G4 H: (819) 682-9374 W: (613) 236-1222	1974 TR6
MACDONALD, Paul D.	57 Farmgate Crescent, NEPEAN, ONT.	K2E 7N3 H: (613) 226-2512 W: (819) 956-3939	1980 TR8
MAILLOUX, Roly	14 Blumenaustrasse, 53179 BONN, GERMANY		1965 Spitfire
MCMILLAN, Max	206 - 190 Lees Avenue, OTTAWA, ONT.	K1S 5L5 H: (613) 236-7652 W: (613) 594-5323	1971 GT6
MILLER, Scott	12 Montavista Avenue, NEPEAN, ONT.	K2J 2L3 H: (613) 825-3537 W: (613) 763-2992	1974 Spitfire, 1980 TR8
MILLS, Pat & Brian	53 Ettrick Crescent, NEPEAN, ONT.	K2J 1E9 H: (613) 825-1698	65 TR4A, 66 TR4A, 76 TR6
NARRAWAY, Glenn	104 Gowrie Drive, KANATA, ONT.	K2L 2S5 H: (613) 836-4072 W: (613) 763-8751	1976 Spitfire

NIELSEN, Ted	1465 Prestone Drive, ORLEANS, ONT.	K1E 2X4	H: (613) 834-4764	W: (613) 738-0714	1980 TR7
ONIONS, Pat	R.R. #1, Lighthouse Road, CALLANDER, ONT.	P0H 1H0			
PATTERSON, Jeff & Cheryl	114 Delaney Drive, R.R. #2, CARP, ONT.	K0A 1L0	H: (613) 839-2891	W: (613) 236-1222	1980 TR7 Convertible
POGSON, Steve	173 Robertlee, P.O. Box 94, CARP, ONT.	K0A 1L0	H: (613) 839-1615	W: (613) 839-5474	1971 TR6
POPPELWELL, Harris	48 Burnbank Street, NEPEAN, ONT.	K2G 0H6	H: (613) 226-4280	W: (613) 226-4700	1975 TR6
PRITCHARD, John	7 Thornton Avenue, OTTAWA, ONT.		H: (613) 230-0556		1962 TR3B
ROBERTSON, Gord	15 Lotta Avenue, NEPEAN, ONT.	K2G 2A9	H: (613) 226-5033	W: (613) 995-4879	1975 TR6
ROSS, Robin	963 Kenshaw Street, KINGSTON, ONT.	K7P 1L9	H: (000) 000-0000	W: (613) 992-7206	1973 TR6
RUDNICKI, Stephen & Diane	2 Woodburn Drive, GLOUCESTER, ONT.	K1B 3A7	H: (613) 834-7144	W: (613) 994-8539	1975 TR6
SHAY, Michael	138 Spadina Avenue, OTTAWA, ONT.	K1Y 2C3	H: (613) 720-4587	W: (613) 820-9705	1972 TR6
SNASDELL-TAYLOR, David	5 Nelford Court, KANATA, ONT.	K2K 2L8	H: (613) 592-5885		
SPENCE, Shawn	177 Equestrian Drive, KANATA, ONT.	K2M 2C2	H: (613) 591-8618	W: (613) 596-4258	1975 TR6
SPINNEY, Kurt	628 Clancy Street, GLOUCESTER, ONT.	K1J 7T9	H: (613) 748-0199	W: (613) 239-1172	1969 GT6
STAPLETON, Mike & Joan	1085 Lena Avenue, MANOTICK, ONT.	K4M 1E7	H: (613) 692-3695	W: (613) 592-5851	1962 TR3A
THOMAS, Bob	R.R. #3, PERTH, ONT.	K7H 3C5	H: (613) 267-4561	W: (613) 267-4303	1975 TR6
THREADER, Jeff & Wendy	33 Roberta Crescent, NEPEAN, ONT.	K2J 1G5	H: (613) 825-2614	W: (613) 734-8612	1977 Spitfire
TIERNEY, Al	R.R. #2, CARLETON PLACE, ONT.	K7C 3P2	H: (613) 257-7582		1972 TR6
TIERNEY, John A.	2 Dorey Court, KANATA, ONT.	K2L 2V5	H: (613) 591-9572	W: (613) 829-1433	1980 TR8
TOOLE, Matthew J.	844 Nicholson Avenue, OTTAWA, ONT.	K1V 6N5	H: (613) 733-8492	W: (613) 596-9911	1974 TR6
VAN BOSKIRK, Dan	43 Stradwick Avenue, NEPEAN, ONT.	K2J 2Z9	H: (613) 823-3265		1980 TR7 Convertible
VEILLETTE, Richard	21 du Gabbro, HULL, QUE.	J8Z 2N3	H: (819) 771-8111	W: (819) 994-0582	1975 TR6
WIDYNOWSKI, Gary	21 Keppler Srecent, NEPEAN, ONT.	K2H 5Y1	H: (613) 829-7523	W: (613) 829-4378	1962 TR3A
WILLIAMS, Paul	82 Clegg Street, OTTAWA, ONT.	K1S 0H8	H: (613) 233-6982	W: (613) 526-5870 EXT. 202	1982 TR8 Convertible
WOZNICA, Sid	50 Stevenson Avenue, OTTAWA, ONT.	K1Z 6N1	H: (613) 729-7129		1960 TR3A
YOUNG, Bruce & Mary	9 Mary Street, PERTH, ONT.	K7H 2X1	H: (613) 264-0771	FAX: (613) 264-8360	1981 TR8
ZAKAIB, Patricia	103 Flora Street, OTTAWA, ONT.	K2P 1A7	H: (613) 594-8449	W: (613) 995-2251	1976 TR6

CORPORATE MEMBERS & AFFILIATED CLUBS

GLOBAL AUTO CARE INC. Mike & Mike	1796 Woodward Drive, OTTAWA, ONT.	K2C 0P7			
MILANO AUTO BODY Saro Panuccio	75 Aberdeen Street, OTTAWA, ONT.	K1S 3J5			
MURPHY'S GARAGE	1201 Bank Street, OTTAWA, ONT.	K1S 3X7			
VALLEY HARDWARE	65 Bentley Avenue, Unit 2, NEPEAN, ONT.	K2E 8B4			
TR REGISTER	1B Hawksworth, Southmead Industrial Park DIDCOT, OXON, ENGLAND	0X11 7HR			
NEW ENGLAND TRIUMPH CLUB c/o Jeff Creel	66 MacArthur Rd., STONEHAM, MASS. USA 02180				
CLUB AUTOMOBILE TRIUMPH CANADA	CP 871, Pointe Claire, DORVAL, QUE.	H9R 4Z6			
TORONTO TRIUMPH CLUB	P.O. Box 39, DON MILLS, ONT.	M3C 2R6			
LANT & CO. INSURANCE BROKERS LTD.	156 Duncan Mill Road, Suite 6, DON MILLS, ONT.	M3B 2N3			
BOOTNBONNET Joe Lightfoot	8 Main Street, PICTON, ONT.	K0K 2T0			
LOTUS TIMES c/o Harald Freise	1034 Hindley Street, OTTAWA, ONT.	K2B 5M1			



The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/May) per household and \$60.00 per year, corporate.

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

