



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*March 2003*

## *Letter from the editor*

Is spring in the air, do we dare dream of driving our cars soon, are we all getting impatient?? Is everyone frantically working on overhauls and tune ups? We managed to rebuild our rear suspension on the Spitfire, even had the excitement of having the Spit fall off its jack stands during the process. The count down for spring, and therefore the driving season, has begun. It was nice to see a good turnout at the February meeting. Wilf Haasper talked about restorations in general. Louis Boucher brought in a wing of his TR3. It looks like he's progressing nicely with this extensive project.

We like to welcome new members to the club:

Mike Murphy and his TR6 and Wayne Mercer, TR3. Also, welcome back, Gary Kristjansson and his Spitfire.

## *Tierney & Huddleson Circumnavigate the Americas to attend the August 2002 TRF Summer Party Trek*

*By David Huddleson*



Indian Market Street packed with British Cars



Interesting Triumphs at the TRF main building

Early August each year is the annual 3 day "Summer Party" event held by The Roadster Factory, in Armagh, Pennsylvania. The distance to this event is around 550 miles (900km).

This past August, last minute scrambling resulting in John Tierney and son Nick deciding that they did want to go to the Summer Party. As I (David Huddleson) had already booked and paid for the event, I was glad to have a driving convoy partner. The two vehicles departed Bells Corners around 2 PM on a hot Wednesday afternoon, traveling the 416 south to the 401, and then west toward the Thousand Islands Bridge and then the 81 Interstate south. Vehicle preparation in advance of the journey was thorough; however the first problem appeared while in

line for US Customs. John's TR8 was spewing hot coolant and creating a cloud of steam. A quick pop of the bonnet revealed a loose radiator cap!!!! Oops, someone forgot to tighten that. Back on the road, let's keep rolling...

Unfortunately, that was only a sign of warning that maybe we should have investigated further. Less than 2 miles along the road, John pulled over and shut down the engine. He said the temperature gauge had started a rapid climb to hot, and was WAY up the scale past any normal "hot" reading. With a hot, percolating motor, we stood by for at least 5 minutes to allow things to cool. Finally, and carefully, John removed the extremely hot radiator cap, finding the reservoir completely empty! "No problem", says Nick, "mom packed us some water bottles". Oh yeah, she smartly froze them absolutely solid!!!!

With about a 15 minute wait, we were able to defrost the ice bottles on the hot motor just a little bit... how long do we hang out here??? John decides that we should attempt to crest the hill in front of us and look for a place to get water. Good idea, but do you know how far away the first exit is on the 81 after you leave Customs??? Yeah, about 10 miles!!! Well we didn't get that far. However, that does not imply disaster. Within 2 miles I spotted a ramshackle mobile home in a field to our right, within walking distance, and also not far from a large farmhouse. We pulled over again and John trekked over the fence and up to the mobile home. A woman was there, with several children and chickens (yes, I did write chickens!) She was very helpful and offered a couple of jugs of water, which John carried back. We filled up the car, John returned the jugs and we were off again!

Our first International landmark on the trip was "**Mexico**"! Ok, so it is the town of Mexico, New York, and not the country. Hey, give the writer a break. I need some artistic license, and I did grab you with the title, yes??? So, at Mexico, we veered off onto the NY 104 highway, heading towards Rochester. We were going to stay overnight in Rochester with my TR8 friend, Bill Sweeting before making a 3-4 car convoy for the rest of the journey. However, we had a special car-related event to attend this Wednesday night. Bill had informed us that there was a large "Cruise night" each Wednesday just east of Rochester, and that over 400 cars might be there. So we had arranged a meeting place. The Cruise night was incredible, with every type of car and motorcycle imaginable in attendance. From Vipers, to tricked out Acuras, to 40's, 50's, 60's, 70's American muscle, hotrods and stock vehicles, to European cars, and 60's and 70's classic Datsuns, and of course British stuff, with 4 TR8's, a TR4, an MG, a couple of various Jaguars, and even Rolls Royce! Then of course the motorcycles! Many Harleys and lots of current Japanese rockets... but, not many classic bikes seen, unfortunately! Wow! What a start to our trip!

After a good sleep, we gathered for breakfast, and formed an even larger convoy, with another TR8 (Dennis Barrett, that makes 4 now), and a TR4 loaded on a trailer behind a large pickup truck. We headed south out of Rochester, down the 390 and west on the 86 towards the Pennsylvania border. The second part of our "transcontinental" journey took us past "**Cuba**"! Of course... I know, it's Cuba, New York. Give me a break, I had to make it exciting somehow... The 219 took us south into PA, first past the town of Bradford, home of the Zippo lighter! The 219 connects to the 119 and both roads are 2 lane. These are pleasant roads, but traffic can slow down progress. The winding road passes through interesting towns such as Ridgeway, Brockway and Punxsutawney. The last one is famous for that Groundhog and his shadow.

The rest of our drive to TRF was uneventful, other than the occasional "stupid" driver on the road. The temperatures on the Thursday drive were a bit cooler, and most of us A/C guys did without... We arrived in Indiana, PA by mid-afternoon and checked into our classy digs, the Twin Pines motel. This is the hangout of most of the TR8 boys, and many were already there. Thursday night the TR8 Car Club members held an informal gathering at a nice local restaurant called The Grapevine, and good food was eaten by all. Even Sir Nicholas Tierney had the Minced Filet Steak on Split Kaiser Bun with Tranch des Patates (otherwise known as hamburger and fries!) However, the food is really good, and our table shared a huge Caesar salad made from scratch, right at the table! Then excellent main courses and even dessert for those who could...

The events of Friday have shuffled around from what we were familiar with. The Drag Races moved to Friday NIGHT, as the Keystone Dragway now has full lighting. Lots of Flea Market was available all weekend, and familiar names were set up with booths including Ted Schumacher of TS Imported, and even Kim Chevalier (KDC Ventures of Newmarket/Toronto) was helping out other vendors. Or was she just drinking their free beer??? The drag races were interesting as usual, with several VERY fast TR8's with 4.6 and 5.0 liter Rover V8's. Also interesting was a TR6 with a two-stage nitrous oxide setup. Yes, you did read it correctly. It was VERY fast off the start line, but seemed to "fade out" and was NOT fast at the end of the ¼ mile. Woody Cooper ran twice, but had problems both times. However, he still ran respectably fast times of 12.54 seconds and 111 MPH. Imagine if his car was running well!!!! Charles Runyan brought out a fully race-prepared GT6 MK I and ran it a couple of times down the track. It made lots of noise (and smoke) but wasn't really running well. A pair of TR8's with big motors ran the last race, with one ending up with a blown motor... but these guys seem to have deep pockets! He'll be back next year with a "better" motor; you can bank on that! It's always exciting on the drag strip!

Saturday started out with some of the serious competition. That's the Autocross, and there were some carefully prepared cars entered. But even for those who want to have fun, this is a great event. There is no pressure if you don't want any! As well as that event, a more lighthearted one was the Gymkhana. This is a slower-speed event, and needs a driver and passenger in each vehicle to participate in all the fun stages. A poker run was held in the early afternoon, and John and Nick Tierney participated in that, but not pulling any "trumps" there!! Again the vendors were set up peddling their wares in the field adjacent to the TRF buildings, and the TR8 Car Club shared a large marquis tent with the Triumph Stag Club. Here we offered pop, water and pretzels and chips to members (or anyone willing to talk to us!). Even some minor auto repairs were performed on a club member's car, under the welcome shade (by yours truly of course!) The weather was hot and sunny, as usual! Saturday evening brought the return of a "traditional" event, the Drive-in barbecue dinner and movie.

Sunday is the final day of the Summer Party, and the major event is the "Concourse". In fact, the voting is truly Participants Choice, but who cares... the big surprise for 2002 was that we were NOT setting up the cars along the main street of Indiana, PA, but we were assembling in the field on the TRF grounds. This did not seem as exciting; however things went off fairly well. The featured car was the Spitfire, and there were LOTS of them around! There was a panoramic photo taken of the assembled vehicles, at 12 noon! Some folks like Woody Cooper crawled in JUST IN TIME for the photo!!! I think Saturday night was a late one... Well, the sun was pounding down on us again, so around 1 PM, John, Dennis, Bill and I decided we had done enough and should hit the road back to Rochester, NY. We didn't wait for the Awards Presentation, but in fact Bill Sweeting took 2<sup>nd</sup> Place in TR8 Coupe, and I took 3<sup>rd</sup> in the same category! Sadly John's car did not place, against some serious competition, but he sure had lots of interest in those Australian mag wheels!

Bill and I both drove in air-conditioned comfort, while John and Dennis had to do with fresh air. The drive back north was fairly uneventful, and we arrived back to Bill's house before dark. A good night's sleep and we were back in our cars for the final 4 ½ hours of drive home. Another successful TRF Summer Party!

For those that are interested, I have a VHS tape from the 1993 event (OK, so it's a decade old!) that can be borrowed. It gives a good overview. The event for 2003 has an interesting twist. Another great summer show is the VTR National Convention, and this year it will be held along with the TRF Summer Party. So there will be MANY Triumphs in attendance. Not only that, but the TR8 Car Club is celebrating their 20<sup>th</sup> Anniversary, and the 25<sup>th</sup> Anniversary of the introduction of the TR8 Coupe. This year's event will be held August 7-10, in Armagh, PA. Registration is \$US 89.95, and camping is available on-site for a small fee per site. Why don't you join us for a 500 mile trip and a lot of fun? You get two major events for the price of one! All you need is a credit card, and then call toll-free to TRF at 1-800-678-8764. Tell them that you wish to register for the Summer Party. Oh, there is also a BONUS for us Canadians. If you register by June 30, make sure you tell them you are a Canadian. TRF is offering a \$US 25.00 gift certificate towards a parts order of at least \$US 50.00, **but ONLY WHILE AT THE SUMMER PARTY!** However, if you are going to trek all the way to Armagh, PA, how could you not consider doing a little shopping??? Don't forget, fifty dollars doesn't go that far on a Triumph!

## *Owners Profile*

### *Ed Kaye's story*

I am not sure why I originally found the TR's so appealing, might be my British heritage guiding me. I had owned a few other makes of cars but they weren't calling to me and didn't have the appeal. When I started my first job, and obviously needed a car, there were two I was interested in as I knew they were affordable and available. One was a 1961 Porsche 356 and the other was a 1962 TR4. I chose the latter for the thrill of top down driving and the knowledge that the engine was where it should be, in the front.



The year was 1969 and I drove it all over the place and in all conditions, including winter. It was incredible in the snow and, with studded tires, it would go absolutely anywhere. That is, of course, if it started...I remember keeping cans of "Quick Start" on hand to ensure reliability. As spring approached so did the rust and my pretty little red TR was starting to look orange. I ended up selling it to John Pritchard who was located at the Myers lot on Baseline Road. I bought another one privately, then another for parts, another down the road and so on and so on. After owning about ten of them over only a few years, I ended up with the nicest of the bunch. It was a low mileage blue 1966 TR4A. I added this and that and spent a small fortune on it, fixing it up and accessorizing it.

Last final touch was a new paint job, wow, did it look good. As I was driving home, I could see in my rear view mirror two tow trucks racing down the road behind me and coming up real fast, faster than I could accelerate. In a matter of moments, one ran smack into the back of me, crumpling the rear end up to the gas tank. Well, I guess, the repair was less than the write-off value because the car was repaired by the insurance company, but it was never the same. I ended up parking it and then stripping all the goodies off it, vowing to someday replace it. That was 1977.

Twelve years later, I started looking for a TR4, but there were none around. We looked at TR's from here to Northern New York, to Toronto and back again. Finally, after two years of searching, I found one in a barn outside of Kingston, a 1965 TR4 solid axle, and it looked pretty good too. A price was negotiated and I brought it home for a full body off restoration. Well, that took two years and lots of cussing but I got it done, even used lots of parts from the old TR4A that I had squirreled away years previously.

I've been driving it for a dozen years now and do not regret a thing. I thoroughly enjoy it, so much so that I am slowly restoring another, this one a 1962. Hopefully, it will see the road in another year.

### *Vivien's Story (by her husband)*

Always a car aficionado, and having owned an assortment of modified and interesting cars, (her first car was a 1974 Capri with a V8 conversion) it wasn't too difficult convincing Viv to increase the size of our fleet. We had been discussing for a few weeks the "need" to purchase a "hers" sports car. We couldn't decide which make or model to choose until it pretty much fell in our laps at The Boot 'N Bonnet's Car Show in Kingston.

We both saw it and knew right away that we would own it: a BRG 1972 GT6. It was out of tune and needed some TLC, but it was all do-able. The body and sub-frame were sound and there was no decay. A trip to





the bank machine secured the deal.

Over the years we restored it mechanically and thoroughly enjoyed driving our two Triumphs around town and to various car events. We weren't looking to replace it, but a situation arose with a certain red Corvette that Vivien just couldn't pass up. Did we need a Corvette, two TR4's, a GT6, and two daily drivers, plus a boat and trailers? Ed thought not...something had to go. Fortunately, the GT6 found a loving home with a club member, just around a couple of corners from our house where we can visit often.

## *Getting sparkly with Sparky*

*By Liv Haasper*

“No, don't get any ideas, don't even look at the GT6 doors, we have other priorities “my better half commented after spotting me in the corner of the garage where Sparky, the GT6 70 +, had been put to rest for the long Ontario winter month. Next to the little Triumph two old doors, covered by an old sheet, were leaning against the wall. I had been waiting patiently for the opportunity to give them a close inspection. Only the activities of building our LBC trailer, and the fact that this monster had taken up all the space in our shop, had prevented me from getting started on the disassembly of these doors. Now was the time for action.

It was easy to see that these doors were a mess. I noticed that the whole bottom edge was rusted away. The top section was also in bad condition and needed replacement. Some smaller side sections were loosely hanging together by, what seemed, threats of metal, and several small dents graced the door skins.

“I see, I can't hold you back, and btw this is the worse looking door I've seen in a long time, sure you want to tackle it?” my better half commented quietly. No need to answer, my mind was shifted into forward mode, I could already sense victory. “Nah....I'm just going to disassemble this, strip the paint off, you know, just to see if I find any more damage” I replied, already busy removing nuts and washers, door handles, trying to figure out how the window was inserted into its track and how to remove it. A few hours later, all the bits and pieces were carefully assorted into bags, labelled, and packed into boxes.

The next step was to remove, what once was, metallic green paint. I had done this job often, and got busy with the grinder and the roloc. This is a messy job, and not for the faint hearted. Bits of roloc would fly through mid air, imbedding themselves into uncovered skin, sometimes drawing blood in the process. Wearing safety glasses is absolutely crucial. Swinging the big grinder is not an easy job, but after a few hours of torture, this big, messy job was behind me. Wilf had to help manoeuvring the doors into the sand blasting box, where I got busy removing the last spots of paint that needed to be blasted off the doors. I now had the doors down to the bare metal. The damage was easily visible, and we debated to go the easy way and simply order door skins. Our experience thought us that after market skins are not perfect. We had also agreed on keeping the expense for this restoration as low as possible. And, after all, we wanted a challenge to test our skills on the tasks ahead.



I had promised myself that I would attempt welding at least some of the patches onto the panel and I had been busy practicing. But, still not being able to do a good enough job ...and nearly setting my hair and the work

bench, on fire.....we came to a silent, mutual understanding, that HE would do the job of welding, and I would do the rest of the body work. Agreed. !!

One week later, the rip-down and welding process got started. We put old Sparky, the gas welder, my enemy of fiery battles, to action. The GT6 was named after the welder. It's understood that the GT6 will sparkle with "fireworks", before he'll sparkle with a coat of fresh paint. The name seemed to fit the car and the job on hand. Hopefully, someday, when driving in the sun shine, the car will sparkle like a jewel.

The repair started by grinding the edge of the door off and removing 4 inches of the lower door skin. Into the lower inner door frame, we welded a new fabricated angel-shaped strip. The metal we used was 20 gauges, satin coated sheet metal. The welding was done as a butt weld, using an acetylene and oxygen torch with a double zero tip. We created the lower section of the door skin, using a metal bender and hammer and dollyed it into the proper shape. We welded this piece into place, using the same procedure. We prefer the butt welding technique because it has no overlap of metal. It therefore it can be cleaned and painted from the inside, eliminating future corrosion problems. The outside edge of the panel was folded over the doorframe by the use of the body hammer and dolly. Metal bonding compound was used as a sealer.

The top of the door, the leading edge, was in similar condition. The same procedure was applied for this repair. Several other small areas faced the same treatment. The door was also full of small dents and bumps.

Some of these had to be shrunk by using a torch, heating up a very small spot; about ¼ inches in size, then quickly levelling the raised area by hammer and dolly and cooling it off. After all the welding repairs were finished, the welds themselves were ground off, using a 36 grid disk. The next step was to sandblast the welds inside and out.

To finish the repairs, we used several light coats of body filler, which were sanded [using grid 80] into shape after each application, sculpting the door panel back to originality. Finally, two coats of a finishing glaze were skimmed very lightly onto the surface and sanded to perfection using grid 120. The door will be primered with vinyl wash primer and primer filler or an epoxy primer.

The job was tricky, but not impossible to master. We now have a decent looking door, and the second one is waiting to be rescued. On with the monumental task of bringing Sparky, the Mk2 GT6+ back to life!

### *Upcoming events*

#### **March 19-23, 2003, Ottawa's-Gatineau International Auto Show**

The Ottawa-Gatineau International Auto Show is planning a display of interesting and unusual vintage convertible cars during the 2003 show that will be held in the Ottawa Congress Centre March 19-23.

Should you have a lovely convertible you'd like to see in this show, please send Peter Ginsberg details on your car as soon as possible. His fax number is 236-7160. The Auto Show will cover any reasonable transportation costs, as well as security, and provide each exhibitor with a pair of tickets to the VIP Gala Evening & Dinner on March 18th.

**March meeting:** March 24<sup>th</sup>. 7.30. Topic Kit Heathcote presents his Triumph history with Standard Triumph

**April 6, 2003, Boot'n Bonnet Auto-Jumble**, Kingston, 10.am. Mike Daniels 613 592 5408

**April 20, 2003 Ancaster British Sportscar Flea Market and Car Show** at Ancaster, Ontario, Canada. Hosted by the Austin Healey Club of Southern Ontario and the British Sportscar Club. [bugeye@sympatico.ca](mailto:bugeye@sympatico.ca)

**May 24 to June 1, 2003, The Seventh Annual British Car Week.** British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. [BritCarWeek@arczip.com](mailto:BritCarWeek@arczip.com)  
<http://users.arczip.com/zntech/britishcarweek.html>

**June, 26<sup>th</sup>. – 29<sup>th</sup>, 2003, Vintage Festival Mosport.** In case you have not heard, the Friends of Triumph are organizing a major race event in 2003, this one will be at Mosport International Raceway. We are pulling out all the stops, all racers and Triumph fans will be treated to seeing lots of track time for lots of Triumph race cars. This is shaping up to be huge Triumph event. Contact: Russ Moore, Event Coordinator 607-539-7442, between 7-10PM eastern time, [rem9@sunlink.net](mailto:rem9@sunlink.net). For up to the minute information, visit these websites - Friends of Triumph, [www.fot-racing.com](http://www.fot-racing.com); VARAC, [www.varac.ca](http://www.varac.ca); and Mosport International Raceway, [www.mosport.com](http://www.mosport.com).

## *Classifieds*

### *Wanted*

**Dashboard** for 1970 GT6+ [would also fit the Spitfire 67 – 70] .wanted. This would be the vinyl dash that is sitting against the wind shield. Liv Haasper, 613 257 5742 [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)

**Overdrive unit for 1969 Triumph GT6+.** Email [redgt6@rogers.com](mailto:redgt6@rogers.com)

**Wanted for 1972 TR6** Bucket seats, dash pad, and convertible top boot, all black, preferably. Or would consider parts car. 519-936-1959, London, Ont. email: [petty43car@hotmail.com](mailto:petty43car@hotmail.com)

**Looking for garage space**, preferably heated, in the Carlingwood, Ottawa area. Please contact Wayne Mercer at 613 792 1252.

### *For sale*

**TR3A restoration project for sale.** Two cars to make one great one and many extra parts. Wire wheels and steel wheels, overdrive. Some of the additional parts include extra radiators, doors, trunk lids, hoods, instruments, generators, and many more. Includes engine stand for removed engine. One excellent chassis, one very good one. Perfect inner fenders, but floors, rocker panels, etc. will need work. Complete the restoration, then make a fortune selling the extra parts. Free delivery to Ottawa area. \$ 3 000.--firm. Call Tim Dyer, at 613 257 4126 or e-mail me at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

**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 side walls are not cracked. Also, a set of original (72 TR6) lap-only seat belts and original set of seat diaphragms in decent condition. I need room, so make me an offer. Alain 613-742-1557.

**Complete 1972 TR6 motor and transmission.** Taken out of car running, it has decent compression and didn't smoke. Asking \$500.00. 519-936-1959, London or email, [petty43car@hotmail.com](mailto:petty43car@hotmail.com)

Please submit your classifieds to the editor. I will be compiling a new listing of want ads in the issues to come.

## *Our Sponsors*

**British Auto Sport** (Fred) 3354 Dwiggin Avenue, Mississauga, Ontario, Canada. Tel: 1-888-485-2277  
Authorized distributor for TRF, Moss, Victoria British, and Panasport.

**British Car**, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

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Email: [info@kdcwear.com](mailto:info@kdcwear.com) Embroidery, Digitising, Screen Printing, and Garment Sales.

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 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 2002-200*

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Please send submission Please send submissions for **OVERDRIVE** to Livia Haasper, 6<sup>th</sup>. Line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 257 5742, Fax.613 2571135, email [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)