

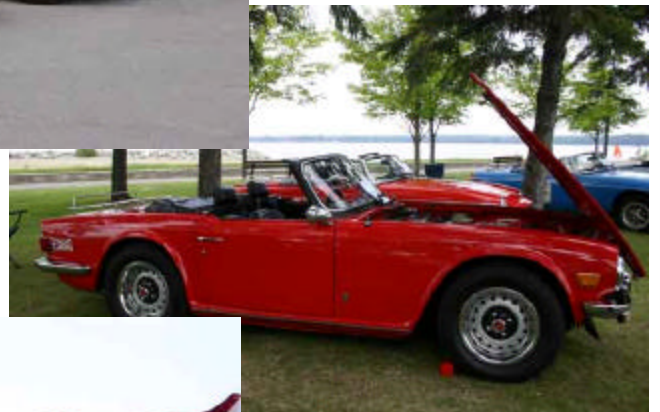


OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

January 2006

Triumphs of the OVTC



OVTC Winter Bash.. at Tim and Sue Dyer

It's party time at the Dyer's again. Yes, our dear friends Tim and Sue have again graciously invited the club to party the winter blues away and, as most of you know, there's always a lot of good times, good food and good company to be found at the Kingscreek tree farm.

The date has been set. It's going to be January 14th. starting at 1 pm at it's going to be Pot Luck. Dinner is going to be planned for 5-6 pm. Please bring your favourite dishes and a lot of good cheer. There will be plenty of time for socializing, hay rides for the kids, sledding for the kids, big and small, off-roading in Jason's Jeep, walks in the woods and tours of the nursery.. Please dress warm for the out-doors.

If all else fails, no doubt, Jason will entertain us on the drums. See you all there. Please RSVP to Tim Dyer phone Tel. 613-253-4126 , e-mail kingscreektrees@aol.com

Please refer to the Events section of this publication for directions to the Dyer's

Letter from the editor

Hey, guys and gals,

Happy New Year !!

Hope you are blessed with good health and have the best driving year. Someone sent the link to a wonderful Triumph calendar around and I'm passing it your way. It's yours for the uploading and printing. I love the December picture with the TR3 driving through the water. Check it out.

http://www.members.cox.net/sandraj123/2006_Triumph_List_Calendar.pdf

Cheers Liv

Letters to the editor

Hello Liv,

Now that the driving season has come to a halt, I'm finally getting around writing to you.

We had a great year with many meetings and drives. We lost a few motors in the process and ended up having to repair them all. The Spitfire club of Switzerland, after a few years of stagnation, is growing in membership [115], active members and also passengers and co-pilots.

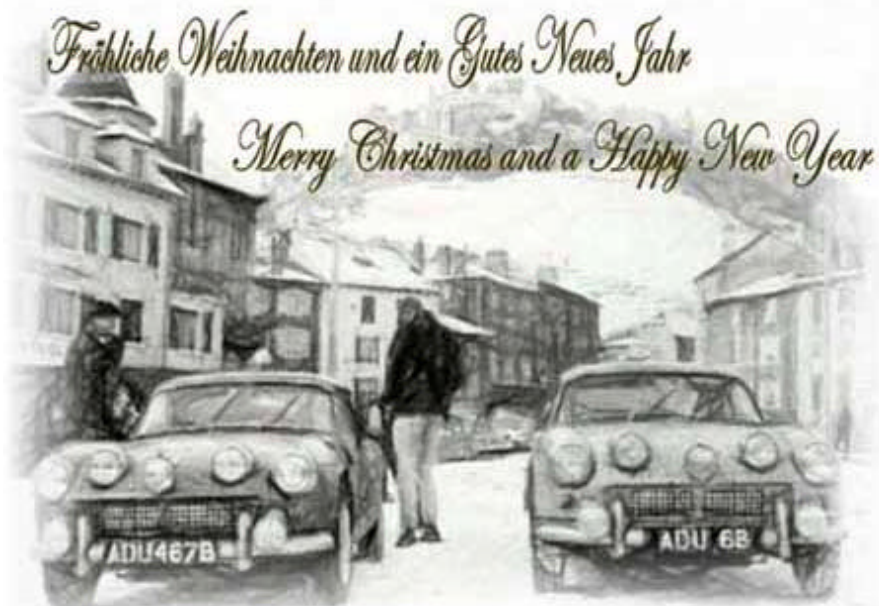
The highlight of the year for me was a few rounds on the north section of the Nuernburg Ring. Next year we may attend the Le Mans Classic Vintage races.

At the moment, just before Christmas, we're experiencing deep winter and a lot of snow here in Switzerland. Last

Thursday my blue Spitfire and will act in a Documentary with the title " Men and their most beloved". .. he he.. ☺

Wishing your all happy holidays over there in Canada and a fantastic new 2006 season...

Dani Senn.



Hi Liv,

The weather was cold and dry on January 1; just the perfect combination for a drive in the Triumph... well at least a good excuse to get the gas tank filled up to allow the car to be properly stored for its winter hibernation. The young lad at McEwans asked me if I raced the car..... hmmm, not exactly sure what kind of racing he was implying, track or street racing, but I said "no, it just gets driven for fun". However we know that the right pedal can invoke big grins depending on how hard you press it! Doesn't have to go fast, just has to sound like it..
Hope you all had a good Christmas and New Years with family and friends.

David Huddleson
Ottawa, Ontario

Hi Liv.

You may have seen this message or the link before, but once again maybe something the gang would be interested in knowing about in the newsletter ... www.kaskastner.com

Cheers, Mike Graham

Liv,

Thought you might be interested in this for Overdrive: FIRST MINI –NOW TRIUMPH..
<http://motoringfile.com/2006/01/04/first-mini-now-triumph/>

Cheers,
Martin Burt

Hey Liv,

Bill MacDonald from Classic Motorsports Magazine (one of the forum advertisers) emailed me tonight to tell me that they have found an original Group 44 GT6 which they intend to restore! I plan to pass this on in my next newsletter (which I will probably send out this weekend). Check it out in this video:
<http://www.classicmotorsports.net/images/GT6.mov>

Paul McDonald

Hey Liv,

For the past weeks I've been working on getting a bad stud off the head of my engine. We've tried everything. The vice grips would simply slide off. I welded a set off and it just ended up breaking off part of the stud. Heating it with propane, then cooling with water. WD 40 and tapping with a hammer. The stud fought us off at every attempt.

I was just about to e-mail the list and asked the experts when I had an idea. I tried my nut cracker. Guess what, it did the trick. As far as I can figure, it pinched the stud enough to break the seal and gave enough bite into the stud so it was able to turn over and worded off the head.

Lucky, the inner threads were fine and the new stud spun in my hand just fine.

40 years of rust taken care of.

<http://www.justdrive.ca/gt6/05/12-15/index.html>

P.S. Livia sent me a co-pilot, navigator and flight engineer for the GT6! Not sure where the passenger is going to sit.

✍ Andre Rousseau

Hey Andre,

And people think GT6 drivers are "nuts" for driving our cars. Just goes to show you what a little nutty ingenuity can do!!
Looking good on the photo page. Thanks for sharing.

Sue Snyder, 73 GT6

Tech Talk

Tuning power/economy with a limited budget

This article has been stolen from *Car and Car Conversions* from many years past. It is reproduced where as is, and for no financial gain or any other gain than sharing knowledge. All sorts of copyright laws were probably violated... well, tough luck.

Mixing it on your Own Dyno by David Vizard

The average home tuner's most frequent problem, if the letter we get are anything to go by, is getting the fuel/air ratios (mixture) right after having tinkered with the motor. After printing this article, we do not expect to get, ever again, a Technical Query asking what needles or jets to use on a modified motor, because this really should be the end of your mixture problems!

When tuning the engine, it is more than likely that the fuel/air demand of the engine is changed. Because of this it is necessary to "calibrate" a carburettor so that it passes fuel into the engine in the correct quantities for the amount of air being consumed. Over its operating range, a carburettor may have to pass a volume from say two to two hundred cubic feet of air a minute! At tick over, the consumption of air is very low, but at full throttle the opposite applies.

At every point between the two extremes the air flow requirement is different, yet at all these points the carburettor is expected to mix the correct amount of fuel with the incoming air. There is little point in trying to set up the mixture at tick over because very few, if any, of us drive on tick over and there is absolutely no guarantee that the mixture is right throughout the range.

How do we know or how can we tell what the mixture is like anyway? Up until now, the most common method has been to "read the plugs". If you have had years of practice and are an expert plug reader (not the print on it) you can just about pull off the job of mixture setting. The trouble, however, with a plug count is that one is never too sure what the plug is saying.

For instance, a dark, very slightly sooty plug can look like a mixture that is just a shade rich, but it could be that the mixture is just right and the plug type is too hard (runs too cold) for the motor. Unless you are an expert then, reading the plug is, to say the least, just shade dodgy.

An alternative to reading a plug is to get your engine set up on a dynamometer; either the rolling road type or the engine type. When an engine is on a dyno, it can be run at various rpm and against various loads, thus simulating the conditions met on the road. While all this is going on, an electronic gas sampler can be analysing the exhaust and indicating the fuel/air ratio.

Going from reading plugs at a dollar a time to using three grand worth of dyno might seem like going from one extreme to the other or to use a comparison, going from an abacus to an electronic computer. What is needed to use the analogy again is a slide rule ie: a method between the abacus and computer, or to come back to reality, a method of setting the mixture which is more akin to the dyno and mixture analyser than the plug reading method.

A dynamometer measures horse power, commonly called brake horse power because a dyno is nothing more than a brake, calibrated to read out the work absorbed and the rate of absorption. Here we have a clue; all cars have brakes (or should have) so what we have, in effect, is an uncalibrated dyno fitted to our car. To simulate road conditions whilst standing still, all we need do is to jack up the driving wheels of the car, put it in gear and use the throttle as if we were driving along the road.

To simulate road levels we need only apply varying pressure on the brake pedal. Such action will, of course, get the brakes hot. For our purposes we need to be able to hold full power for about fifteen seconds maximum. If your brakes

cannot cope with this from the heat point of view, then you are sadly lacking in that department so see to it. It's probably better brakes you need and not more power!

Okay, so we have our dyno. The fact that it does not read out in horsepower is, for our purposes, irrelevant. What we need now is a mixture analyser. Up until a few years back this would have cost a tidy sum. These days we have a device known as a "Colortune" and within the price range that can be afforded by the enthusiast, this is the only device we know of that will do the job in hand.

For those who may not know, a Colortune is a device which replaces the sparkplug in the cylinder. The top of the Colortune is made of a Borosilicate glass and this allows you to see what is going on in the mixture combustion chamber. Different mixture strengths burn at different colours.

By looking into the combustion chamber through the Colortune we can get a good indication of the mixture strength prevailing. Inspection of the flame color shows that four fairly distinct stages occur. When the flame colour is blue/white, the mixture ratio is between 16 and 14:1; a blue colour indicates a mixture strength between 14 and 12,5:1; a blue/orange colour indicates 12,5 to 11:1 and orange indicates 11:1 or less.

The Colortune, then, is indicating at the colour transition points the mixture strength of the incoming charge. Maximum power occurs when the fuel/air ratio is between about 12,5 and 13,5:1. The exact point varies from engine to engine, but most cast iron tuned production engines seem to be best around 12,8:1. The best economy is achieved on weaker mixtures than that giving maximum power, and fuel/air ratios between 14 and 16:1 seem to be the easiest on the pocket.

To set up the mixture in the manner about to be described you will need an accomplice. The first and essential step is to park the car in some place which is poorly lit, so that you can see the combustion colours. Jack up the driving wheels of the car until they are just clear of the ground and in the interest of safety, securely block the car so that it cannot move under any circumstances.

At this point, warm up the engine, then remove a spark plug and replace it with a Colortune. Set up the mixture so that you have a fuel/air ratio of about 12 to 12,5:1 (orange/blue) at normal tick over revs. If you have multiple carbs you will have to do this for each cylinder or set of cylinders having a carb.

Next, get your accomplice to put the car into gear, usually third gear is best, and increase the throttle opening but at the same time put on the brake. (Continue opening the throttle and increasing braking pressure until your accomplice ends up with the throttle wide open and the revs pulled down by braking to 2000 rpm). You can now look at the Colortune and at this point it will reveal what the fuel/air ratio is under the prevailing conditions.

It can then be noted, preferably by colour rather than reference to its fuel/air ratio. After this, let the brakes cool for a few minutes, then repeat the procedure at 3000 rpm then at 4000 rpm and finally at 5000 rpm, stopping to let the brakes cool between each run. As far as brake overheating is concerned, it should not take more than fifteen seconds to ascertain the mixture ratio at each rpm interval, so they will be well within their capacity.

Once you have an indication of the state of affairs of the fuel/air ratio up the rev range to 5000 (5000 rpm is the limit on the Colortune) the necessary corrections can be made to get it right. Not only can the full throttle conditions be catered for in this manner, but so can part throttle and transient conditions. For instance, a hesitant pickup when going from part throttle to full throttle could indicate that the mixture is too weak during the transition from one state to the other. During the transition period and for a short while after the Colortune should show a rich mixture condition. If it doesn't, then you can bet your life that on a fixed jet type carb, the accelerator jets or pump stroke are inadequate.

On carbs like the SU and Stromberg CD variety, a lean mixture during the acceleration phase would indicate that the damping is insufficient. A thicker oil is usually required to compensate this. A couple of cars were used as guinea pigs to test the method. Both cars were modified and therefore required different carb settings. In each case the carburetion has been originally set up by the owners who had only an average working knowledge of what was required. After use of the Colortune by the method just described, both power and economy were better between 5-8bhp and 10-15 miles per gallon.

The reason that consumption was so much better after use of the Colortune stemmed from the fact that the mixture was originally set rich for maximum power and unfortunately because of the guesswork method of setting, it was too rich.

The performance increase was better than the power increase alone suggesting that the mixture was right (within limits) throughout the rev range. As a side effect this led to a smoother running engine with a snappier throttle response.

To sum up, the Colortune proves to be a very useful device. It can, at a price of 4-87,5 UKP easily justify its place in the tool kit of any self-respecting enthusiast, and its intelligent use can only bring about an increase in performance.

Note:

Whilst David Vizard has used this tuning method successfully with both a Mini and Austin 1100 its use on many other types of car could possibly be dangerous. Firstly therefore we recommend that the suspension characteristics and drive shaft-prop shaft geometry of the car in question be checked carefully before even considering use of this method.

On rear wheel drive IRS cars which may have large wheel angularity, attempt to jack the car at points on the suspension that will allow the wheels to assume a position in angle similar to that which exists in normal use.

On a non-IRS rear wheel drive car jack under the springs on either side at the axle location point.

Make sure jacks are very secure and will not move under testing vibration, also make sure any car to be tested has alternate props underneath in case of jack failure -- ie: spare wheels and tyres which should be first tested using the full weight of the car. One advantage of the DV method is of course that during load testing the wheels on the ground have the brakes applied.

On a Mini the best method Vizard found was to put a piece of wood on top of trolley jack lift point and jack up from the Mini sump. Once having jacked car up, jam wheels and tyres underneath car for safety. Car does rock but cannot thus fall over. Drive shafts will assume peculiar angles during testing and this can be minimised by supporting bottom suspension arms on axle stands --these can however move and you may have to take the risk of the odd shaft angles for the few moments of testing.

This method does not appear to be practical with swing axle IRS cars i.e.: Herald, Spitfire, Vitesse Mk 1, GT6 Mk1.

Paint removal

Question:

I must have driven through some freshly painted lines on the road and got paint splattered in the wheel wells and on the right side of the car. Before I start on cleaning this stuff off and probably scratch the paint, does anyone have any tricks to getting it off? I don't remember hitting the lines and I don't know how long it's been on there.

Don

Answers:

Try Zippo lighter fluid. I have been using it for years. It will even take off aerosol paint I found out after somebody sprayed one of our cars.

Marv

Leave it lay out on the highway and have trucks drive over it 2 or 3 years and it will wear off.

Ted Bush

Results of a quick search: In my limited use of it, I've found the clay is pretty amazing stuff.

<http://autorepair.about.com/library/faqs/bl766d.htm>

<http://www.topoftheline.com/overspray.htm>

Michael O'

Just for laughs

A husband was in big trouble when he forgot his wedding anniversary. His wife told him "Tomorrow there better be something in the driveway for me that goes zero to 200 in 2 seconds flat".

The next morning the wife found a small package in the driveway.

She opened it and found a brand new bathroom scale.



British cars looking British...

Now you can get a brand new car that looks like an old British banger, except, no oil leaks. Check this out.

<http://www.mitsuoka-motor.com/english/lineup/index.html>

OVTC Cooks

André's Triumph Chilli

Prep Time, 1/2 hour

Cook Time, 2 hours

1 lbs of lean beef
1/2 green pepper
1/2 red pepper
1 small hot pepper
1/2 cup of Italian Golden Dressing
Chop up and mix with meat in a large pot.
Cook until till meat is no longer pink.

Add 1 19oz can of diced tomatoes, do not drain.
Add 1 19oz can of kidney beans, drained.
Add dash of garlic powder.
Add dash of chilli powder.
Add garlic BBQ sauce. A couple of squirts.

Simmer at low heat for 2 hours.
Warm before serving

Serve with fries underneath and grated cheese on top.

For André's Spitfire Chilli

Add 3 Hot Peppers.

Business card for E.T. (Evan) Davies, ABR. The card features a diamond-shaped portrait of the agent on the left. To the right, the name "E.T. (EVAN) DAVIES, ABR" is displayed in a red box. Below the name, it lists "ASSOCIATE BROKER" and "ACCREDITED BUYER REPRESENTATIVE". The slogan "Phone 'ET' For A Home" is prominently featured. Contact information includes the address "200-1535 Carling Avenue, Ottawa, ON K1Z 8N8", phone number "(613) 725-1171", fax number "(613) 725-3323", toll-free number "1-800-307-1545", and website "www.et4homes.com". Logos for "ABR", "MASTER SALES AWARD", and "ROYAL LEPAGE Team Realty" are also present.

Events

January - no meeting

January 14th. Winter bash at Tim and Sue Dyer, please refer to page for details.

From Ottawa:

1. Take 416 south.
2. Exit at Fallowfield Road.
3. Turn right at the end of the exit ramp.
4. Turn left at the second set of traffic lights, onto Richmond Road.
5. Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right).
8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect.
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.

From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: www.kingscreektrees.com. Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road.

If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at kingscreektrees@aol.com (or e-mail us from the above website).

February 17-26, 2006 Toronto , ONTARIO. - Octagon Dreams at The Canadian International AutoShow

The Canadian International AutoShow will be host to, along with the display of over 1000 new cars and trucks, a special feature entitled "Octagon Dreams, a History of the MG Car Company". On the 700 level of the South Metro Toronto Convention Centre there will be a 10,000 sq.ft. display of MG marques from 1937 to 1980. We hope to have "Old Number One" as the First MG as [part of the display and we do have the LAST MG. For discount tickets visit the website. Contact: Jon Rosenthal. Phone: 905-940-2800. Email: jonr@autoshow.ca. Website: www.autoshow.ca.

February 28th. OVTC meeting 7.30 Pm Presentation by Tim Dyer. The presentation will be an overview of Triumphs of the 1960's and 70's that never made it to North American shores (or if they did, only in small numbers), but which formed a large part of the company's business in the UK and mainland Europe. Given that we only see a limited range of Triumphs in North America, when compared to large number of different vehicles offered in Europe, I think the presentation might be quite enlightening.

February, 28th. OVTC meeting, speaker Tim Dyer..subject.. A special Triumph..

February dart tournament...TBA

For more OVTC and other car-related events in the planning stage check out web site <http://www.ovtc.net/>

Classifieds

For sale Triumph TR3 and TR4 parts. After completing the restoration of both a TR3A and a TR4A, I have many parts left over that I no longer need and would like to see go to a good home and put to use. Too many parts to list here but if you click on <http://ca.geocities.com/adrio@rogers.com/forsale.htm> you will find a list. In short I have a TR3A parts car and a TR4A parts car that I would like to sell off (no engines, but some engine parts though). I am not asking much for these parts and any reasonable offer will be accepted so that the parts can be put to use. Located in Ottawa. Email me at adrio@rogers.com if you have any questions.

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 aluminium trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact mhord@ca.inter.net, or call (416) 429-2412 (evenings only)

78 Spitfire 1500 FS

Making way for another project. My 1500 is for sale. Very clean car. Runs and drives great. Have the hardtop as well. Recent tires, carb overhaul and Pertronix conversion. Carmine Red. Black interior. Photos at the link. Asking \$6000. Email me at todd.st@rogers.com if interested. Car located in Ingersoll, Ontario 2 minutes from HWY 401

<http://ca.pg.photos.yahoo.com/ph/todd.st@rogers.com/album?.dir=/1c2a&.src=ph&.tok=phPkL1D B2vguoCyW>

Beautiful 1980 TR7 For Sale (Private Sale)

This car was originally purchased in Winnipeg, Manitoba and driven to Ottawa in September 2004 (without a hitch I might add). It has 116,000 original KM, possesses a manual choke, 5 spd. transmission and has a new tan leather interior and new carpets. Top is new as well. This is a turn-key vehicle that is absolutely a pleasure to show and drive. Reason for selling – recently bought a TR8. Car is located in Orleans, east of Ottawa. Phone (Jeff) 613-824-6630. Asking \$7500 o.b.o.

1972 Triumph TR6 \$ 12,750.--We just started a family. I won't have enough time to use my TR6 so I have to find a good home for it. Excellent body and underside. Paint (fire engine red) shows very well with few scratches. The interior is in excellent condition (just had the seats reupholstered). Clutch professionally replaced in 2003. Several upgrades including shoulder belts, electronic ignition and spin-on oil filter adapter. Electrical system sorted out in 2000. Stored in dry, heated garage for the last 5 winters. Original steel wheels with Dunlop D60 215 60 tires that have little wear. All in all an excellent driver. Please contact Alain at 613-948-1432 (work) or 613-742-1557(eves and weekends before 9 p.m.)

1971 Triumph GT6 Plus (MKII) A hard to find model

A great handling car with lots of get up and go. Exterior color is green with black interior. 2.0 Liter engine, dual carburetors, 4 speed trans. Differential was replaced late 2004. (Still have the old one) Car has very little corrosion; suspect car was restored in mid to late 90's. This daily driver was re-certified late Apr 05, has some extra parts as well as original workshop manual. Can be seen by appointment only, call after 5 PM. (613) 837-0555 \$5,000.00 Firm.

TR6 parts for sale. The "Doc" would like to find a new home for his collection of previously enjoyed TR6 parts. Priced to move are: 2 engines, 4 transmissions (no overdrives), 3 diffs, 12 manifolds, 1 used Stebro stainless steel exhaust system, 6 drive shafts, 1 set of 4 red line tires on rims, 8 doors, 3 bonnets, 4 boot lids, bumpers, brake drums, suspension pieces, some rag top frames, dash board bits, etc. etc. etc. I also have two project cars - TR4A - which would be for the serious restorer only. Call Brian Mills at (613) 825-1698 or e-mail brianmills@rogers.com

TR7 parts for sale. Many different items available including pair of TR7 front brake calipers, 3.90 rear axle complete with drums, pre-1980 TR7 radiator, TR7 A/C condenser & A/C hoses, brand-new Addco add-on front sway bar, stock 1980 rear springs (TKC3300), brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil. Too many other parts to list. Call for more info, or to arrange a "viewing". David, Manotick, Ont. 613-692-4396 or dhuddleson "at" sympatico.ca

1973 Spitfire for sale. Engine is a 1971 1300CC., Transmission a 71 and it has an overdrive. The seats and interior have been redone but the driver's side is starting to wear. The engine compartment is very clean. Mechanically the car was redone from the frame up in 1995. The soft top is in good condition and we have a spare top and frame. Price \$7000.00 Our home # is (514) 932-9265 carolyne-stephen@sympatico.ca

1969 & 1972 TR6s Restoration or parts cars. In heated storage for the past 12 years. Both complete, all interiors, glass and trim in good condition. Hard and soft tops, luggage rack, roll bar, minor body rust. 1 set new British rugs (black) 1 set New rockers. 1 set New "B" posts. Factory 8 track. Collingwood Ontario 519 924 0602 Tony.

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, 613-253-4126, kingscreektrees@aol.com

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

OVTC Executive for 2004

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