



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April 2003

Letter from the editor

Spring has arrived. There's no doubt about it. The Triumphs have been dug up, dusted off, lubricated, washed and polished. Hopefully, you didn't have some little critters hibernating in your upholstery, as a friend of mine just reported. Someone posted this interesting tip on the mailing list the other day:

For those that are not aware, or have forgotten, my model "A" club did a 5 year in depth study of rodent damage for stored cars and found out, the very best deterrent is "Irish Spring soap". Cut the complete top out of the container, leaving the soap exposed. Place at least 3 boxes of the soap inside the interior, 1 in the trunk and 2 under the hood, I also put one behind the dash (wire protection), I also use them in my wife's car. This is a very fresh and pleasant smelling, cheap protection.....Fred Thomas.

One day last March, coming out of a parking lot on Terry Fox drive, I was stopped dead in my tracks. There, on the opposite lane stood "my car", an identical Mk3 Spit. I slowed down, took a look at the licence plate, to make sure the "Fly" hadn't actually been hijacked from her palace. It was Mike Verrechia's Spit, idling small but mighty, at a red light. I gave him thumbs-up as I was inching my way past him, in the mean time holding up about 50 cars behind me. Yes, those women drivers.....

I've not gotten over the let-down of Mike beating me to the first drive of the year. Though, last weekend, I managed to finally take the Spit out, heart rate up, spirit on "overdrive", this was it..... the driving season is on it's way, Then, the usual April set-back with snow, sleet and freezing temperatures, never mind the new layer of salt dumped onto Ontario roads. Yesterday, Wilf and I went to the Kingston Auto jumble. It was disappointing to see that, due to the inclement weather conditions, most vendors had cancelled and there wasn't one British car on the parking lot. I did, however, spot some die-hard OVTC members, breathing in the dusty air of rusty, old parts and books, and yes, I walked out of the door, carrying a bag or two.

Please welcome new members Peter Jeffrey, Peter and Mary L'Abbe, and Mark Russell to the club. And, welcome back, Julian Benco and Don Leblanc. Great to have you with us.

Remembering Triumph rallies in Europe

Reminiscing rallies..... The members of the OVTC enjoyed another entertaining evening of fun and laughter, listening to Kit's stories of his rally adventures in England, France, Italy and other diverse European countries, during the early years of Standard Triumph. Kit brought along some badges, his only navigational equipment, a magnifying glass, which can be plugged into the dash, and also the price of a shooting stick, which

stirred the interest of all the members. Oh, let's not forget the wonderful photos, Triumphs in all kinds of situations in beautiful European scenery.....

Kit touched on different rallies that were taking place during the years of 1955 and 56, among others, the Monte Carlo rally, the Tulip rally out of Holland, the Rally of the Midnight Sun in Sweden, the Lyon rally in France, which totalled about 30 hours of driving, the RAC rally of Britain, with about 400 cars participating and covering the areas of Scotland, Wales and Devon. His talk went on to 1954 and the opening act of the TR's at Le Mans' 24 hour race, a semi private entry event. Everyone loved his account of the Alpine rally, which took place in July of 1954.



Kit's interest in rallies started during the years of 1951-1952, at which time approximately 4 or 6 rallies were held during the season, each of them about 6 hours long. This could be considered the beginning stages of the sports car movement in Britain. A friend of Kit's had entered these rallies, stirring Kit's love for driving adventures, and he soon was hooked on rally driving. At this time, Kit was working for the Standard Triumph Motor Company in the technical department, testing spring designs, doing stress analysis, forecasting performance and acceleration. The dynamics of every new design had to be tested. One lucky day, filling in for someone who got sick, the opportunity knocked, he was able to participate in the Monte Carlo rally.

In 1954, Ken Richardson joined the company. He was test driving Triumphs and was put in charge, running a team. Kit was asked to join him. Things slowed down when, during the Suez crisis, gas rations were dampening the rally spirit. All of Europe was suffering under a shortage of petrol.



During those mid-fifty years, Triumphs were not considered a big production item. The interest in our cars was not great. At that time, sports cars depended on success. Sedan's were going into production and slowed the development of Triumphs to some degree. If the cars were not doing well, something had to be done about it. The sports cars were simple cars then, because of their weak suspensions, steering, engines and transmissions.

But, the interest for rallies was there, and soon Kit found himself driving the Alpine rally which started in Marseille, France, and stretched over 5 -6 days, the 1st. leg consisting of 30 hours to St. Moritz through the Alps. Time controls had to be observed. During one of the stages, the team suffered a flat tire, which prevented them from making the time. A clean sheet was needed. One couldn't afford to lose any time, because time, speed, and distance had to be under control at all times. Laughingly, Kit recalled that Alpine passes were a good opportunity for the navigator to catch up on some sleep, as there wasn't any place to go, but to follow the road. Better not make mistakes taken the wrong turn in this location.....Those passes were steep and often only driven in first gear. The road was mostly gravel and engulfed in thick clouds of dust, making visibility difficult. Driving was hectic, to gas up a planned event, as some rural communities in France and Switzerland went to sleep early, and there wasn't any gas station open for a quick fill-up. Luckily, the Triumphs did quite well at gas consumption. Kit recalls the first stage of the rally to St. Moritz a difficult one. The next day, the route took the team to Cortina d'Ampezzo in the Dolomite Mountains of Austria where the 1956 winter Olympics were taking place.

The next stage was an interesting one, a sports car race 180 miles up the mountain passes. It started with the smaller cars out front, half way around leaving the valley behind them. The road was closed; it could be used like a race track. The team almost collided with the police on motor cycle during the early morning hours. Tires were squealing and howling on the flat road surface. It was a good event. The team won a company team price and the foreign car price. But it was totally on its own, without support from Standard Triumph. Regulations clearly stated that any repair on the cars had to be made by the team, which carried as



many spare bits with them as they could. The cars, in true sports car fashion, run on wire wheels, 75 or 80 spokes. At one time the TR didn't seem to be running right; it was sliding from one side to the other. When the team finally had the opportunity to jack the car up, they found the wheel nuts flopping about.

After each rally, the cars were stripped down and totally inspected; a brand new engine would be installed. During those early years, the rally cars were not supered up. Triumphs stood up very well during the rallies. The participating Porsches had not learned of rear end – rear weight, and therefore couldn't take the corners. Usually the roads were open with traffic going both ways and the rally cars roaring by, sliding into curves, and altering the widths of the road to some degree.

During the first Alpine rally, Kit recalled with a smile, that a local man encountered the first racer passing by and managed to step away to the side of the road only to be chased by a second and third racer, and in no-time at all, the man found himself clambering up the ravine for safety. It was said, that after a few cars had passed him, he was seen kneeling in prayer. There was another report of a young couple leaning on a lamp post, who had to dash for cover.....but this is another story for Kit to tell you himself.

As usual, much too quickly, the evening came to a close. All of us enjoyed the interesting report, the laughter and talk of days gone by. Again, in the name of the OVTC, thank you, Kit, for the wonderful look back into times when rallying was true adventure.

Liv Haasper

Owners Profile

Winter rally driving

By Pat Onions

On reference to the article in the February issue of "Over drive", regarding driving Triumphs in the winter month, I think it should go on record, my experience of driving Triumphs throughout the Canadian winter month.

While we regularly chore our Triumphs in winter, which ranged from a Triumph Herald coupe [my wife's car], TR4, TR4A, Spitfire, GT^, Vitesse convertible, Triumph 2000, and a Triumph 1500 front wheel drive which I [not very successfully] ice raced, cold winter starts and Lucas ignition, along with carburetor icing, were a problem. During this time, I was an avid car rally nut and was known to drive the cars mostly in local car rallies, winter and summer. In long distance and National events, I usually drove a Datsun or a Peugeot, but through the effort of Bill Givin, National sales manager for Triumph of Canada, and the mention of getting some financial help from Triumph, we were persuaded to stick with Triumphs for our rallies.

For a number of years, we had entered the Canadian Winter Rally. It was organized by the British Empire Motor Club out of Toronto, had international status [we had to have our F.I. A. rally license to drive in it] and was known to be one of the toughest North American rallies. In its peak years, it was known to have over 125 entries with the odd European team taking part. It was a navigated type event, but as the years went by, the average speeds went up, in other words, it was a drivers rally.

In 1965, Doug Mc Lelland, my usual navigator and I entered my 1964 TR4 in the Winter Rally. Except for some suspension changes, to give us more clearance, the car was stock.

The rally ran from Friday evening, all night, until Saturday evening. Then, an eight hours stop-over, with an all day Sunday run. It covered 90% back country roads, sometimes reaching into Quebec. In 1965, we had a good run Friday night, but early Saturday morning, ran into freezing rain. By mid-morning, it was really bad with ice-covered roads and ice building up in the wheel wells, making steering difficult, not to mention the little old defroster couldn't keep the windshield clean –don't know why we didn't break the wind shield, pounding on it

to get the ice off!! Saturday after noon, we broke the right front shock, making steering more difficult. I can't really remember, but I think the overnight stop was in North Bay. Sunday morning was clear, but the roads were still iced-over and we slid off the road two or three times but, with the help of a come-along, got ourselves out. We finished the rally and it was announced we were 7th or 8th overall and second in our class V, the Sports Car Class.

As it happened, Ford Motor Co had just introduced the Mustang. Ford of Canada, and entered a team of "Mustang Fast backs" with some of Canada top rally drivers in the Sports Car Class. With the help of a CASC official, we protested that under F.I.A. rules the cars were not "HOMOLOGATED" and shouldn't be classed as sports cars. Our protest went all the way to F.I.A. in Europe and, one year later, we were awarded first in class V.

However, what is more important to me in all the years the Canadian Winter Rally was run and although other sports cars may have won the class, or indeed the rally over all, [and these would include Ferrari, Porsche, etc], they were all hard tops. As for MG Sunbeam Alpines none, as far as can be documented, ever beat us or the TR4 as the highest place sports car with a convertible top.

Also, in 1965, we entered the car in the Cross-Canada Shell 4000 Rally. The rally left Montreal that year and ended in Vancouver. We also entered as a private entry with some under-cover help from Triumph. It was also the first year that "stages" were run in Canada. In a couple of the stages, the TR4 indicated 110 MPR on gravel. We formed a private team with a Mini Cooper and..... get this.....a Scoda.

We ended that rally: 5th Private entry, 2nd in class III, 1st Private team.

Again, although a Porsche hard top beat us in class III and as far as I can document, the TR4 is the highest place convertible top sports car in the Shell 4000 rallies.

My Quest for a Mini Pickup Part 2

By Cheryl Patterson



The wait for my truck seemed to take a lifetime. It took way too long to get things set up for the float home. The 40 ft. container had to be ordered up, arrangements had to be made for it to go onto a ship and the two vehicles had to be delivered to the contact in Southern England. The Mini was sharing a container with a BV-206, which is a two section, articulated, military, over the snow, amphibious vehicle. This thing was so mutatedly huge there was barely enough room for my precious cargo. Worst of all, my truck was in West Yorkshire, approximately 500 km from the shipping port in Margate, Kent.

I finally received an E-Mail Nov. 29th that the truck was to be delivered A.S.A.P. to Margate. I telephoned the seller; he delivered the truck two days later. He telephoned on his cell phone the evening he arrived in Margate. He told me that the truck really goes; he was stopped for speeding on the way there, doing 90 m.p.h. The way I figured it, that's about all I'll needed. Somehow, he was able to talk his way out of the ticket (he informed the police constable that he was delivering the truck to a lady in Canada). The container left sometime in December and arrived in Montreal in early January. From there, the container was loaded onto a trailer and trucked to the airport in Ottawa. I first got to see the truck Jan. 14th. It was filthy inside and out, both right side tires were flat and the right, front fender flare had been damaged where it contacted the inside of the container. What a beautiful sight she was. With Jeff's truck, and a trailer borrowed from Tim Dyer, off in motion we were, finally going home together. Of course, I'm referring to me and my truck. Now, all we had left was to pass an inspection from Agriculture Canada and Customs. The Inspector from Agriculture Canada looked at the truck, ran his finger along the inside of the wheel well, and failed the inspection. He had a little bit of dirt on his

finger (did you know that dirt from England is considered hazardous waste) so the vehicle had to have a pressure spray, and believe me, by this time I was ready to pressure spray Mr. Agri-Can. Bottom line was that the vehicle couldn't come home that day.

O.K. So, the next day and we were enroute, once again, back to the airport. The vehicle had passed inspection and now needed to be examined by Customs Canada. How many officials does it take to....never mind. Anyway, we cleared Customs in the morning and the vehicle was released to us around noon. The tires were pumped back up, but the truck refused to start. We pushed her onto the trailer with our 5 year old Allan-Andretti behind the wheel steering, feeling mighty important you might say. Once home, Jeff investigated further as to why the truck wouldn't start and discovered that the oil was as thick as molasses in January. It was so thick that it wouldn't even drip off the dipstick (no, I am not referring to Mr. Agri-Can). He drained the oil, put on a new filter (Miniman had one in stock) and 10w30 oil in the sump (by the way, would someone please tell me what a sump is? I think we have one in the basement). The truck started immediately (and sounded really manly, considering it's only a toddler size truck with a header and stainless steel exhaust like the big boys).

Two weeks later the truck went to Riteway Auto Refinishing on Carp Rd. in Stittsville. The owner, Len, is a past Austin owner, and a real British car fan. Sitting in a storage area close to the main body shop, is a TR4 project car. Len may one day purchase the Triumph from its present owner, his sister, and then do a restoration. His father, he told us, has owned numerous Minis. His shop just seemed like the perfect place to take my new/old baby. The Mini was stripped down to bare metal to reveal that it started life in the most awful shade of green (definitely not BRG). Two more coats of green were on top of this, then two coats of white. Underneath, the body is in relatively good condition. The right side (driver's side) sill needed to be replaced. Mini parts suppliers in Ontario and New York State were contacted in an attempt to obtain one, with no luck. Jeff went to Eric at Miniman to see if he knew of any different suppliers. Eric had one in stock (go figure). So the good news was the exterior body, the bad news was the floor. When Bob, the body mechanic, peeled off all of the undercoating on the floor, the metal looked like a piece of Swiss cheese. "No problem" he said. "I can fix it." This poor guy spent so many hours, lying on the concrete floor, cutting out old metal and welding in new pieces - ya gotta love him. The floor is now done and soon will be sprayed Olde English White (to match the exterior color that I picked).

Another area that will be fixed, when I received the truck, is the gas tank. For reasons unknown to me, the gas tank was in the rear bed. It's the proper tank for the vehicle, but instead of being mounted at the very rear, its sitting in a 2 x 2 wooden frame, screwed to the bed. The filler shroud -- now just where does that name come from - is an article that looks like one of those urinal things that you find in men's washrooms. Anyways, this shroud thing is no longer available, so the body shop was going to fabricate one. But wait, guess who has one of these in stock? Yup, you're right, my new best friend Eric. The truck should be finished in about a month, and then it will go to Miniman for the Safety. Eric has already looked at the truck and commented that all it needs to pass the Safety is rear brake shoes and tires.

That's about it, except to say that I look forward to bringing my truck to a few club events, that's if you'll have me, of course. I promise that I'll not pass the TR8's. Have a terrific summer everyone; I know I will.

***The Province of Ontario is trying to put us out of our hobby.
Good intentioned, poorly written legislation has just
Passed first reading***

If you go to the following web site link, pay particular attention the "Section 22. Part X of the act which is amended by adding the following section" Prescribed substances, equipment for racing prohibited 172.2{1}. No person shall drive or permit to be driven on a highway a motor vehicle with a prescribed part, containing a prescribed substance or equipped with prescribed equipment in prescribed circumstances".

[http:// www.ontla.on.ca/documents/Bill/37_Parliament/Session3/b241_e.htm](http://www.ontla.on.ca/documents/Bill/37_Parliament/Session3/b241_e.htm)

If this bill goes through, then you can almost kiss our love and joy of the automotive hobby goodbye. While directed at alighting the street racing the way it is written can take you off the street just because the law enforcement officer does not like Triumphs!

SEMA {Specialty Equipment Manufacturers Association} has been notified and is putting together things for our support. As you all know, Bill 241 will, without a doubt, have a large impact on the manufacturers of parts and etc.

The second site is a petition to Ernie Eves. I urge you to really get on this, as it is our hobby. Please respond to the following petition: <http://www.petitiononline.com/sect1722/petition.html>
Even more important, it is well known that email petitions have little **impact but the message does get delivered. What really works is, we need everyone who is a car collector, enthusiast, etc. to write their MPP personally to get their attention.** The MPP has the duty to respond to the written letter whereas the online petition is only bits and bytes.

Proof of the written word is in the Drive Clean rolling twenty year exemption. So many enthusiasts wrote so many letters that the MOE {Ministry of Environment} pleaded with us to stop, and saw things our way.

Ray Spencer – SVOA/Toronto Triumph Club
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Upcoming events

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

April 22, 2003, 7.30 pm, OVTC casual meeting, bring your Triumphs and let's have coffee.

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
<http://users.arczip.com/zntech/britishcarweek.html>

May 25th. Fun drive through the Lanark Highlands, bring your own picnic, afternoon stop-over at the Timber run golf club restaurant in Lanark. Details to be arranged since the editor has to research the route and location. You'll be further informed as soon as details are available.

June 1, 2003 7th. Annual By-Ward Market Auto Classic.

This year there will be a Salute to the 1950s on the grounds of the National Gallery!! This FREE event takes place in several locations throughout the beautiful By Ward Market. All participants receive a free lunch, a goody bag, a dash plaque and a chance to win great door prizes. Above all, six People's Choice Awards are presented.

Registration forms are to be submitted individually [one per car] before April 30, 2003. You can send your registrations to this address:

55 By Ward Market Square, 2nd. Floor, Ottawa, Ontario, K1N 9C3, Tel.: 613 562-3325 or Fax: 613 562- 3326 or e-mail the information to events@byward-market.com. This invitation is open to all car owners.

July 24-27 2003, The Canadian Classic in Orillia-Muskoka, by the Toronto Triumph Club. Grad tour through the Muskokas Highlands, all-Triumph car show, Gala banquet, door prizes, fun-kana, rooms at Travelodge, Orillia,, <http://www.torontotriumph.com>

June, 27th – 29th, 2003, Vintage Festival Mosport, celebrating 50 years of Triumph Sportscars. 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. 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. For up to the minute information, visit these websites - Friends of Triumph, www.fot-racing.com; VARAC, www.varac.ca; and Mosport International Raceway, www.mosport.com. For entry & info Te.: 613- 359 1013, Fax 613- 359-1123 Walk the paddock, view the cars, talk to the drivers, visit the vendors, free camping.

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

Overdrive unit for 1969 Triumph GT6+. Email 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

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

For sale:

Approximately 200 Old Sports Car magazines (1960 -1970). The majority are Road & Track, Car and Driver, Sports Car Graphic, and Canada Track and Traffic. There are also numerous international racing/sports car publications. Moving - best offer takes them all. Reply - email: yukonjohn@sympatico.ca, or (613) 257-2306.

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

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

1963 Triumph TR4 for sale Has a new top, brake work, new brake lines, carbs have been rebuilt. Engine does not use oil and is equipped with headers. Has custom exhaust. Requires new master cylinder and voltage regulator. Also could use paint [is not a show car, but could be]. Price \$ 5500.--. Reason for selling. Moving and have lost storage. Call Pat Onions at 705-752-5678

A set of GoodYear Allergra P155/80R13 79S, purchased in May 2001 and run till Nov 2001. Paid \$210 asking \$125 O.B.O, reason for selling: I'm running different rims and the tires are too narrow. Andre Rousseau, andre@justdrive.ca

Red 1976 Spitfire 1500. Car is in very good condition, both body and mechanicals. New tires last year. Very nice mag wheels. Runs well. Some service records. Appraised in 1995 by Leideckers at between \$4,800 and \$5,200. It's my daughter's car. She wants a motorcycle instead? Asking price? How does \$4,500 sound? E-mail: kochco@magma.ca Please ask for Karl at 613-731-2645. Please leave a message if we cannot get to the phone right away.

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>

Please submit your classifieds to the editor. Ads will be place for the duration of two month. Please advise the editor if you like to extend the advertising.

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.

Lant and Company, Insurance Brokers (Tony Lant, President), Tel: 1-800-461-4099, www.lant-ins.ca
Representative for Custom Wheels and Silver Wheels Insurance.

KDC Kim Chevalier, 98 Bristol Road, Newmarket, ON, L3Y 8B5. Tel: 1-888-250-4917, www.kdcwear.com,
Email: 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).

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