

St. Catharines Torch Club



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NEXT MEETING

WEDNESDAY

MARCH 13th

BEST WESTERN

Dalhousie Room

Lake & Queen Elizabeth Way

SPEAKER:

MIRA ANANICZ

ST.. CATHARINES TORCH
CLUB

Editor:

Peter Skelton

WINTER'S GIFT IN A GLASS

Our speaker, Mira Ananicz will give a presentation on the Niagara wine industry, mentioning ice wine production as a special case. Mira was born in Poland, with higher education in Wroclaw, Poland-- a diploma in Analytical Chemistry and Chemical Technology, Then came a degree in Chemical & Mechanical Engineering.

Chance brought her to St. Catharines, in a visit to a cousin. A B Sc. degree in chemistry followed, at Brock in 1973 and the obvious link to the area's wine industry prompted further winemaking courses at Davis University and Cornell University in the U. S. A position in what became Vincor, led to her becoming the first female Winemaker in Eastern Canada, in 1980. She won numerous awards during her professional life, until retirement in 2007. One of these was for developing the world's first light wine, *Capistro*.

Mira has been member and a past president of the Canadian Oenology Society, and member of American Society of Oenology and Viticulture. She is member and past financial secretary for the Polish Congress/Niagara, and

member and Past President of St. Catharines Torch (since 1986). Also a member of Royal Canadian Legion (Polish Veterans Branch), and Polish Senior Scouting Association "Krakow" and financial secretary.. Now a widow with daughter, Anna, her hobbies are golfing, skiing, woodworking, and learning to play the piano.

Previous Meeting

Announcements: John Northover opened the meeting, with mention of Valentinus 3rd Century, who died on February 14, now named Valentine's Day. Member Don Herne still in hospital. Leslie Thorburn out of hospital, with thanks for the origami card from the Club members.

O Canada Eh? Dinner/ Cabaret interested members voted April 27 most convenient day to attend--price \$46 total. Ivan will collect cash at the next meeting for those buying tickets.

Prayer & Toast to Queen: Abraham Rempel

New Members installed: Roy Blake and Fred Bolton.

Speakers for 2013-4 have 7; need 2 more: Dave Sydor

Introduction of Speaker:
Doreen Peever

Speaker: Peter Skelton cited the smog problems in the U. S. southwest as raising awareness of air pollution caused by hydrocarbons(HC), nitrogen oxides(NOx) and carbon monoxide(CO) primarily, with subsequent reaction via ultraviolet rays from the sun, leading to generation of ozone, aromatic hydrocarbons, acids sulfuric and nitric (acid rain), and particulates. Heavy metals like lead were also cited, and this meant that tetraethyl lead gasoline additive had to be eliminated. As more than half of air pollution is caused by transport cars and trucks, the U. S. Environmental Protection Agency was set up to put requirements into auto and fuel standards to reduce that source of the problem. Canada followed suit.

For automobiles, this took the form of TWC (three-way catalytic converter) to reduce the 3 main pollutants,

HC/NO_x/CO. The TWC was developed in the 1980's and afterwards, and has been very successful in a 90% reduction of these out-gases. TWCs now come with oxygen sensors and engine computers, to deliver the exact amount of oxygen to the engine to help the downstream catalysts contained in the TWC. The catalysts are costly noble and transition metals, and they can be poisoned by sulphur, and heavy metals, and masked by deposits. TWCs can also be degraded by heat and vibration.

For fuel, the easiest route to reduce catalyst poisoning was to reduce sulphur and eliminate lead in fuel, and this has been done. Ethanol has been mandated for inclusion in gasoline; this oxygenate has raised octane numbers. Unfortunately, this is not a sustainable solution but its inclusion in Ontario gasolines in 2004 meant that MMT, a manganese-based octane enhancer, could be eliminated.

This was good, in view of the many problems that MMT had caused in fouling spark plugs, oxygen sensors, and especially TWCs. Many examples of the latter were shown on failed parts with masking deposits containing manganese. Manganese was still present in two TWCs as black dust 5 years after MMT had been eliminated from gasoline, although these TWCs had failed for other reasons. Antiwear additive contained in crankcase oil was the glue that bonded the manganese dust to the TWCs, in almost all the early failures examined, as shown by the presence of phosphorus and sulphur.

Peter McMain thanked the speaker, after Q&A.

Current News

Member Yolanda Varga-Davis hospitalized 6 days after surgery, is home and doing well.

Member Don Herne is in Shaver Hospital, mending a broken hip.

March Meeting:

Wednesday, March 13

Place: Best Western Hotel, Dalhousie Room, Queen Elizabeth Way & Lake Street

Time: Social Hour 6:00--7:00 pm -- Dinner is Virginia Ham & Turkey Buffet

Presentation: 8:00 pm

Mira Ananicz : *Winter's Gift in a Glass*

Phone your captain whether you wish to attend.