



OTTAWA VALLEY TRIUMPH CLUB (OVTC) MARCH - MAY 1992 NEWSLETTER

Presidents Report

It has been a while since our last newsletter but thanks to Paul Reatherford and John Day we have something to send you. Paul has passed on the responsibilities of the newsletter to John but will still supply us with historical articles from old car magazines. John was smart enough to realise that if he ever wanted to see another newsletter he better write it himself, and so volunteered for the thankless job. This brings to mind the old saying that you only get out of the club what you are prepared to put into it. For many members I can't help but feel that they aren't getting anything out of the club. They pay their \$30.00 but don't attend any events, write anything for the newsletter or show up to any of the club meetings. All I can say is thanks for your money because you are subsidising the club for the rest of us. But I would be a lot happier to see you at the events, to read your comments, cartoons, criticisms in the newsletter or hear about your concerns at the meetings. The OVTC currently has members from Montreal to Kingston and from Cornwall to Pembroke. Because of this I fully expect that many members join just to find out what is going on in the Ottawa area. Conversely, we would enjoy hearing about Sportscar events, (preferably British, ideally Triumph) in other parts of the country.

So, as a challenge to our far flung membership, I ask that all of you who are not in the Ottawa area, write, or clip, an article which you think may be of interest to the membership at large. This article can be in English or in French, handwritten or typed. As a further challenge I ask that all those members who are in the Ottawa area attend at least one of the next two meetings!!

OVTC BY-LAWS

Stephen Rudnicki, formerly of Kingston and Boot'n'Bonnett fame, suggested at a previous meeting that the OVTC, because of its size and a stated desire to "formalise", should adopt a set of by-laws. Steve was congratulated for his suggestion and promptly promoted to committee chairman for the newly formed By-law committee. Within weeks Steve had a draft Constitution ready. This draft will be reviewed by the Executive in a meeting to be held in June. Once a version is approved by the Executive it will be presented to the membership at large who will be given a month to read it (although I'm sure most of us can read faster than that). It will then be voted upon at a general meeting. Please give some serious thought to these by-laws and be prepared to offer constructive criticism.

MEMBERSHIP REPORT

This is the first report since Dave Huddleson took on the mantel of irresponsibility.

As of the first of May the OVTC has 88 members. At the last meeting we welcomed the following new members;

Chris Walker (1970 TR6)
Dave Moorhouse (1962 TR4)

In addition we welcomed prospective members;

Barry Bowden (TR6)
Rick Huot (Spitfire 1500) and
Glen Goodkey (Spitfire).

MAY MEETING

TTC PRESIDENT VISITS OVTC

Jim Clark, president of the Toronto Triumph Club paid a surprise visit to the OVTC at the May meeting. The visit was a surprise because, although he was expected, the box of overdue Classic T-Shirts that he hand delivered was not. These T-Shirts are now being distributed to those members who did not receive one.

Jim spoke at length about the upcoming Classic in Barrie and about the TTC in general.

Terry Dale, The OOOOOLD Car Factory supremo, gave us an off-the-cuff discussion about all sorts of neat technical stuff that I didn't understand and if you want to know what it was all about you should have attended!!! But it did increase horsepower, save you gas and get you two free egg rolls at the Chinese buffet. (This was written by Clive)

CALENDAR

International Vintage Racing. 5-7 June

This is another in the ongoing Vintage races sanctioned by VARAC, Vintage Auto Racing Assoc.

Ottawa Jaguar Club Concours d'Elegance. 6 June

On the 6th of June the Ottawa Jaguar Club will host their 4th Annual Concours This will take place at Andrew Haydon Park in Nepean. The Jag people have invited five cars from each of the following clubs; Porsche, Morgan, MG, Healey and of course, the OVTC. We will enter a TR3 (Benco), TR4A (Moorhouse), TR6 (Law), Spitfire (Challinar) and a TR8 (Lashley). This is normally a well thought-out show and I'm sure all OVTC members would get a kick out of seeing how the "poor cousins" do it.

MG Club Croquet Challenge. 14 June

Janet Dallaire, wife of legendary rallye driver John, has invited the OVTC to a (full body contact?) croquet match at the Len & Debbie Fortin residence, Greely, Ontario. All interested parties (interested in parties), should meet at the Blossom Park Loblaws at 1:00PM. Call Juliano Benco (727-8113) or Janet (725-1536) This

should be THE event of the early summer and is not to be missed. Even better the MG club is paying for the barbecue!!

Campout, Tour and Picnic. June 13-14

Vince Murray campsite, Cherry Valley (8km from Picton). Meet at Joe Lightfoot's (8 Main Street, Picton Ontario). Tour starts 10 A.M., Saturday. Cabins available on a first-come, first-served basis: \$15.00 per couple per cabin. Each cabin can accommodate 2-3 couples. Bring sleeping bags and your own towels. Everything else is included. Confirm with Juliano

Ottawa Classic Sportscar Show. June 28.

This annual event to be held at Manotick Arena. The OVTC will be striving to best the Morgan club display with "The Dream and the Reality", featuring the pristine TR6 of Clive Law alongside the less-than-pristine TR6 of Paul Reatherford. We need volunteers to man the booth for an hour or two throughout the day. Please call Clive to volunteer (820-7350). This year the event is in support of the Big Brothers Association, and we are all encouraged to support the Show. John Carr has also asked us to offer free rides to the "little brothers".

Vintage Memoirs Car Show. July 5

The Boot'n'Bonnet Car club of Kingston is co-sponsoring the Shannonville Motorsport Park event (13 km east of Belleville on Hwy. 2) in conjunction with VARAC Vintage Racing Festival. Registration opens 7:30 A.M. Awards presented 11:30 A.M. Classes: pre-1960 sports car; 1960-70 sports car; post-1970 sports; pre-1970 touring and grand-touring; post-1970 touring and grand-touring; Sedan I & II, plus Participant's Choice. (All cars must be 10 yrs old or more). Dash plaques to first 125 registered. There is a \$20.00 fee to attend the races. Additional passes are \$15.00. Registration for concourse is free of charge. For info: Stuart Beatty. (613) 962-0878.

Vintage Triumph Register Convention. July 22-26.

This annual event, held in Savannah, Georgia this year, will have special emphasis on the 30th anniversary of the Spitfire.

Canadian Classic. July 30-August 2.

This is the premiere event for Triumph enthusiasts in Ontario. This year the event will be held in Barrie, Ontario (45 minutes north of Toronto). Events planned include tours, rallyes, concours and much more. We all know how difficult it was to stage this event last year in Ottawa. The traditional lack of early registration is again rearing its ugly head in Barrie. PLEASE register now!!

Grass Creek Car Show. August 16.

Located 10 miles east of Kingston on the Loyalist Highway. There will be a Participant's Choice award plus door prizes. For further information, contact: Joe Lightfoot. (613) 476-5881.

British Invasion, Stowe, Vermont 18-20 September

This is the second year for this event which promises to be the best fall show for Ottawa/Montreal/New England enthusiasts. we will provide more info in a future newsletter.

Morgan non-Rallye

The Morgan club hosted a non-rallye on Sunday 24 May. This event, according to my sources, was both well organised and a lot of fun. It is unfortunate that only 3 Triumph cars could attend. Maybe we can make it up to the Morgan people, as well as the other invited clubs, by hosting a similar event in the Fall. Anybody out there feel like taking on this project? Ironically the Morgan non-rallye was won by a (blush) MG driven by a Triumph owner!!

Porsche Club of Ottawa-Montreal

This club held their 16th annual Participants Choice car show at Andrew Haydon Park, Nepean. Although the weather conspired against them for the third year in a row, they still managed to get 60+ cars out. El Presidente of the OVTC scraped by with a second place in the "Other" category, soundly trouncing an E-Type, a Bugeyed Sprite, a Morgan and several other worthy adversaries. An XK 140 won first place honours.

Sunday Fun Runs

These runs are still popular with the "hard-core" gang every sunny Sunday. Here's how it works; if you feel like a drive, its Sunday, and the sun is shining, then drive to the Manordale Community Centre (cr Knoxdale and Carola). Several like-minded individuals will be waiting for the 2:15 departure for pubs unknown. Usual destinations are the Swan, Manotick, the Ashton Pub or the Swan in Carp. Spouses and offspring are welcome provided both behave themselves.

Newsletter exchanges

Starting this month the OVTC will exchange newsletters with the Toronto Triumph Club and Boot'n'Bonnet. These newsletters will be available to the general membership from Clive by fax ONLY (613) 244-0411

REGALIA

Pat Mills (825-1698) has arranged, after a LOT of work and research, to have Elgin Sports supply the OVTC with Golf shirts, jackets, sweaters and sweatshirts with the OVTC crest embroidered instead of printed. To take advantage of these we require a minimum of 25 items. These can be mixed and matched. Please use the attached order form and circle the items/colours/sizes that you want. We require a 50% deposit prior to ordering. For more information, call Pat. Prices shown INCLUDE PST and GST

FOR SALE

1975 TR6, Maple Brown, 41,000 miles, exceptional and well-maintained, asking \$8,250.00 Please call Leo Francis, 225-2663

MARCH MEETING HIGHLIGHTS

OVTC members turned out for this month's meeting in anticipation of longer days, sunshine and the hope that they will be able to bring their pride and joy to the next meeting (that is, if this winter ever lets up!).

I received the call at 6:00pm, the voice on the other end was barely recognizable as that of our illustrious leader of Triumphs. "I'm sick and can't make it. You are in command tonight, just wing it". Well, here was my chance to make it big.....thankfully Clive had already arranged a guest speaker for the evening or it would have been the shortest meeting in club history. Our guest speaker was Glenn Coffin from Michelin Tires Canada. Glenn gave a very informative talk on everything you would ever need to know about tires. By the time he had finished those of us who knew nothing about tires at the outset could converse in void ratios, profiles, compounds and adhesion limits with the best of them. Perhaps the most interesting info of the evening pertained to our everyday Detroit metal. For example, when you feel the time has come to replace the two most worn tires on your car, place the new ones on the rear. This way, if you have a blow out, which is most likely to occur with the older tires, the blow out is in the front and the car will still handle in a stable fashion. If the rear blows, you have to be a regular Mario A or Terry D to keep the car under control. Similarly, when the snow hits and your bank account dictates that you can only afford two snow tires, you are best to install them on the rear wheels even if your car is a front wheel drive. Logic you ask? Under a braking situation the front will lock up before the rear and you will maintain control. Of course the total solution calls for snows all around to achieve both traction and control.....somehow I can't quite see myself being laughed at by everyone in the parking lot at work because my snows are on the back of my Pontiac 6000, so I'll just keep to the allseason type.

Some other business of a general nature was discussed and including dates of upcoming events etc. It was also collectively decided amongst those of us who have used the Formula 40 vinyl spray, that when they say it should only be used in a well ventilated area, they must have had the NRC wind tunnel in mind as the perfect place. This stuff is toxic....but it works like magic! My only recommendation is if you hope to keep your marriage together, DO NOT spray this stuff in the basement at 11:00 pm! We thought we were going to have to spend the night in a hotel. However, cheap as we are we opted to leave all the windows open all night.....this killed the plants.....and now I'm really in the dog house..... The moral of the story.....reserve the wind tunnel!!!

As a closing note, the weather has improved greatly over the last few weeks and we should see several Triumphs at the next meeting.

Cheers, Steve Challinor

Great Strides in Automobile Lubrication

In recent years, tremendous strides have been made in the development of synthetic lubricants. The industry leader in the field of high performance synthetic products is RED LINE OIL. RED LINE sets the standards for equipment durability.

RED LINE lubricants are superior to all petroleum oils and other manufacturers synthetic products. They use as a base stock "polyol ester" which is the only lubricant that can withstand the pressure and temperatures of jet engines. Polyol ester is a superior lubricant because it is chemically highly stable under a very wide range of operating conditions namely engine speed and temperature and consequently does not require the use of "trick" additives to adapt efficiently to different conditions. The benefits of RED LINE oil include: *highest film strength*, *reduced engine temperature*, *improved oil pressure at high temperature (doesn't thin out)*, *no foaming at high speeds*, *reduced cam and lifter wear*, *better bearing protection at all speeds*, *improved engine efficiency* and *eliminates harmful engines varnish deposits due to oil breakdown*.

Tests conducted on RED LINE products based on criteria established by the Society of Automotive Engineers (the body that grades oil quality) reveals that RED LINE products are superior to all other petroleum and synthetics in the key areas of slipperiness, load/wear index, pressure tests and % deposits left in the engine. Fleet tests demonstrated that RED LINE exhibited 20% of the wear compared to the petroleum equivalent and at the same time allows for extended periods between oil changes. RED LINE is compatible with all other oils and all engine applications for use in your "everyday day driver" as well as your high performance cars. The moment you start using it, you start to benefit.

RED LINE oil is superior to all other synthetics because of their superior base stock polyol ester. All other synthetics are merely synthetic hydrocarbons which means they are petroleum lookalikes.

The RED LINE product line includes a wide range of lubricating products such as gear oils, two-cycle oils, diesel engine oils, manual transmission and automatic transmission oils in viscosities to suit all the different applications.

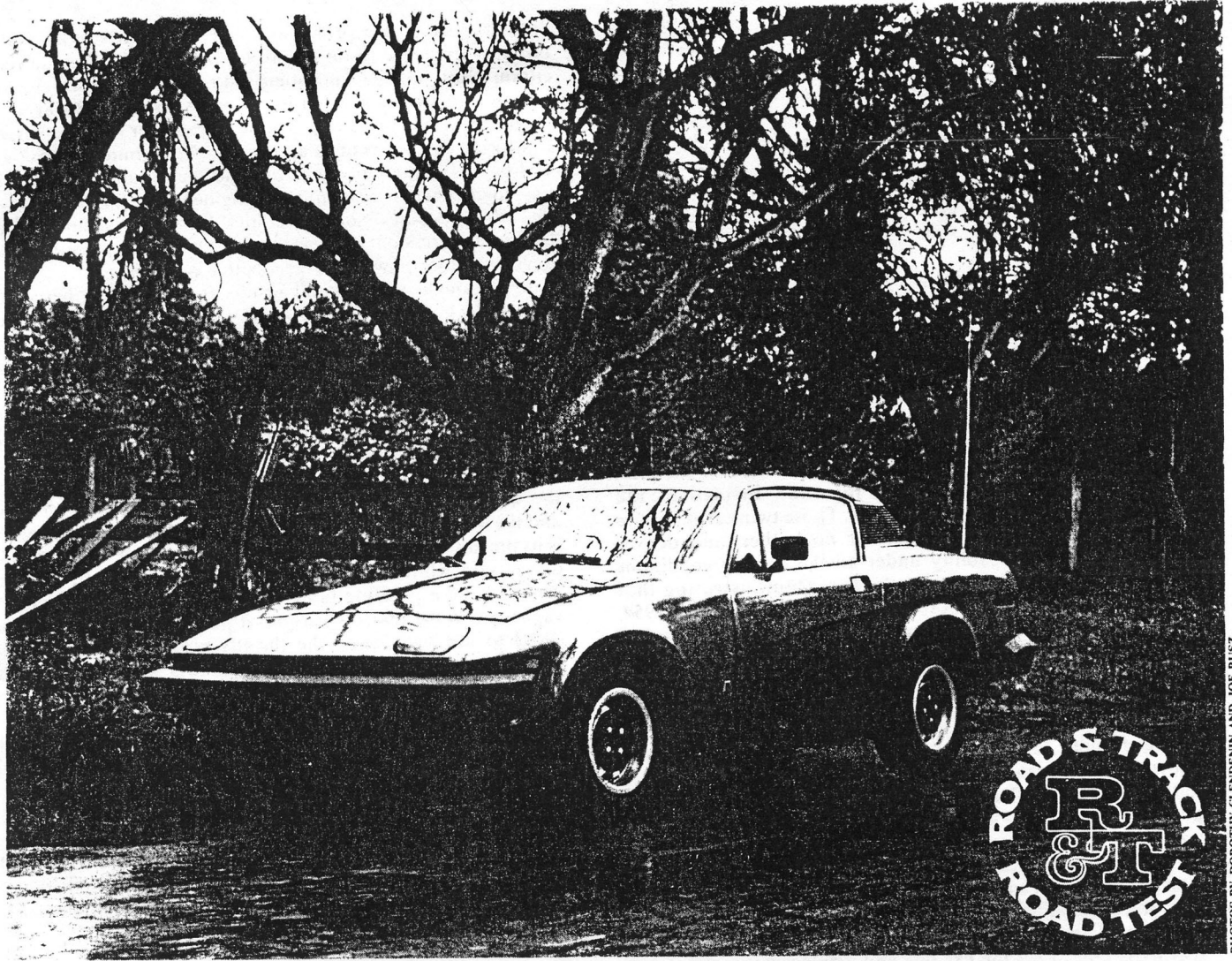
Price is \$11.50 (plus PST) per U.S. Quart.

For further information on RED LINE in the Ottawa Valley contact:



Bob Tytaneck
BT Performance Products
(613) 830-3482





TRIUMPH TR7 *A new direction for British sports cars*

MAY, 1975



FOR YEARS WE have complained about how British Leyland sports cars couldn't hold a candle to similarly priced European sedans when it came to performance and handling. It was so obvious, in fact, that we knew the BL people had to be cooking up something: how long would people go on buying sports cars that didn't handle as well as their neighbors' sedans?

Finally something has emerged from BL's engineering departments, and it's only the first of several new sports cars we'll see over the next three years. It's the Triumph TR-7, and aside from a strange and stubby shape it is almost as if Triumph had designed the car in response to our complaints about the ancient TR-6. Though based on an existing sedan series to a large extent—as sports cars usually are—it is a new car for all practical purposes, quite unrelated to the TR-6 or any of its predecessors and drawing on contemporary engineering practice to combine its performance and handling with a high degree of comfort. In the future there will be several new variations on this basic car as well as a new Jaguar sports coupe and, we hear, something new carrying the MG nameplate. But for now the TR-7 is the news from England and it probably shows the direction we can expect all BL's new sports cars to go.

What the TR-7 does, in effect, is to bring the excellent driving properties of contemporary transatlantic sedans over into a compact two-seater body—and quite frankly, that's all that's needed to get good sports car performance these days. That

the objective side. On the more subjective side, many purists are bound to complain that the new car lacks sports-car character. Certainly its top won't go down, and that's a legitimate complaint for anyone who considers open-air motoring essential to sports motoring. The TR-7 probably would be a roadster had its gestation period not been just when U.S. safety regulations threatened to kill open cars, and we wouldn't be surprised to see a roadster version of it someday. A sunroof is planned but probably won't materialize this year. But for now, if you must have wind in your face you'll still have to buy the TR-6, which continues to be available in 1975 in all states but California, or of course some other open car.

As an aside, for all its difference, on paper the TR-7 looks surprisingly like the first postwar production Triumph sports car, the TR-2. The wheelbase is 3 inches shorter than that of the old car; the tracks, overall width and length are about 10 in. greater; the weight is only slightly greater and the engines are of almost identical size and rated power output. The 1991-cc TR-2 engine was rated at 90 bhp (at 4800 rpm) whereas the new one displaces 1998 cc and develops 90 bhp (at 5000 rpm).

All Triumph TRs up to now, however, have been characterized by a rather shaky body structure and an unrefined chassis. Here the TR-7 couldn't be more different. As soon as you climb into its padded cockpit you know you're surrounded by substance and solidity. The dashboard is massive-looking, you're sitting low within the car, and everything looks

well, heavy. You buckle yourself in with the easy-to-use inertia seatbelts and start the engine; it sounds like all the other 2-liter overhead-cam engines you've driven this year. You select a gear and find that the massive lever controls a solid, precise shift linkage. You drive off and find out very quickly that the TR-7's unit body is virtually devoid of rattles, wind noise or road rumble. You cross a drainage dip, wondering if you should have slowed down to keep the rear suspension from bottoming out, and find you didn't need to. You corner briskly and find the TR-7 has cornering power to spare. This is no classic British sports car.

Engines tend to be anticlimactic today, so much of their power and response being sacrificed to controlling their emissions. In this context the Triumph 2-liter four is about average. It runs smoothly, without any annoying vibration periods although the exhaust resonates noticeably on deceleration, and the noise level is about what you'd expect with a 4-cylinder engine in a sporty car. It's basically a familiar unit: Triumph built it in smaller-displacement forms for Saab for several years and Saab now builds its own version with almost identical displacement, though with fuel injection instead of the Triumph's twin Stromberg carburetors. Those twin carbs require a manual choke, which we consider no bother, and deliver reasonably good driveability under all the driving conditions we encountered while testing the car. Demonstrating that today's power ratings are more conservative than those of 1954, today's 90-hp TR-7 carrying nearly 300 lb more test weight out-accelerated the TR-2 we tested in 1954 by nearly a second to 60 mph, nearly 2 sec to 80 mph. It was also faster, (by 5 mph) with a top of 108 mph despite vastly greater frontal area. But it was no match for the oldster in fuel economy—we averaged about 32 mpg with the TR-2 (in an admittedly unknown type of driving) whereas the TR-7 did 27.5 mpg in today's standard mileage test. This is excellent for a contemporary car, however—and the TR-7 should exceed 30 mpg on a highway trip.

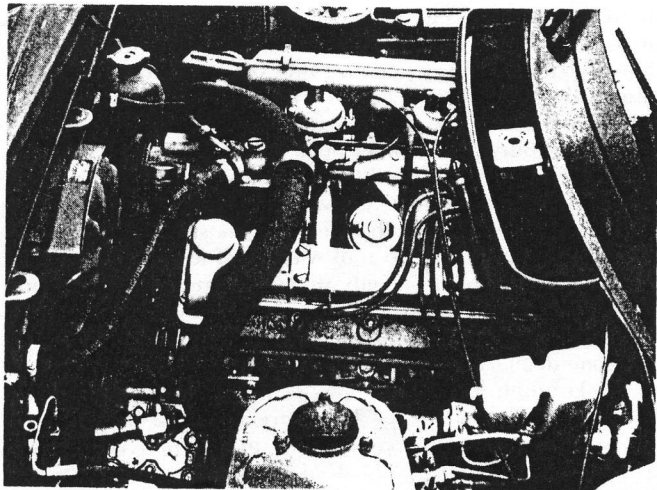
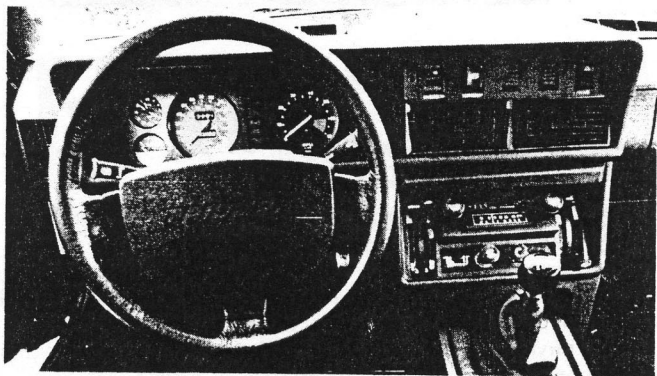
First gear is surprisingly tall in the TR-7, requiring quite a bit of clutch slip to get the car moving from rest (especially with the air-conditioning compressor running, about which more later) and taking the car up to 41 mph. Otherwise the gearing is typical for the car size and displacement, giving just under 4000 rpm at 70 mph in 4th and letting the engine reach its redline at top speed; maximum torque occurs at 55 mph, so there's ample acceleration for passing slowpokes. In general we liked the gearbox, which like the engine comes from the Triumph Dolomite sedans, but when we drove hard we found it was too easy to beat the 2nd-gear synchronizer, and on the occasional downshift to 1st we got a slight crunch even with careful doubleclutching. A problem we found in the prototype TR-7 we drove earlier, and which was supposed to be corrected in the production car, persists: a lot of noise from the differential, especially when the driver eases off the throttle at medium

or high speed. Other problems noted in the early, non-production car—excessive resonance from the exhaust system, a recalcitrant shift linkage and some odd behavior from the rear suspension—were corrected in this early production car.

Our test car, by the way, was the federal or 49-state version. California customers must accept a single-carburetor TR-7 with 11 hhp less, a catalytic converter and the requirement of using unleaded fuel. There's an even brighter note for customers in the other 49 states: sometime later Triumph will introduce a higher-compression (9.25:1) engine that uses premium fuel, develops more power and gets better economy.

If it's tough getting good results from engines these days, at least the U.S. government hasn't yet regulated handling. Here is where the TR-7 is miles ahead of any Triumph sports car ever built. Generally it has a taut, all-of-a-piece feel that gives the driver confidence, and this is backed up by a lot of cornering power and good response characteristics. The rack-and-pinion steering isn't terribly quick for a sports car, but it is delightfully precise with r&p's typical lack of free play at the center. Nor is it light, with the 70-section radial tires and 57 percent of the weight on the front wheels, but it lightens up with speed and the TR-7 is a distinctly pleasant car to drive fast. Understeer is its prevailing characteristic, but just enough to keep the novice driver safe while not enough to bother the expert. The test car did have a puzzling fault, perhaps due to some remaining vagueness in the rear suspension: it pulled left on acceleration, dived to the right when the throttle was lifted. By the way, that 0.743g cornering figure compares to a mere 0.680 for the TR-6 last time we measured it—and that on tires nearly as wide as the TR-7's!

The TR-7's brakes are impressive too. In daily use the pedal is light, which led us to expect premature wheel lockup in our panic-stop tests. It didn't materialize: a hard stop takes disproportionately more push on the pedal—in our opinion a good thing—and we had to push for all we were worth just to get the front wheels chirping a little on dry pavement. The results were short stopping distances and excellent directional control. In our fade test the TR-7's disc-drum brake combination per-



formed normally for this kind of setup, requiring 44 percent more pedal effort for the sixth stop than the first.

To this point we haven't mentioned the TR-7's live rear axle. The advantages of independent rear suspension are well known, and to some (including us) it could have seemed a retrograde step to use a live axle in the new car. But the fact is that the TR-6's IRS was a compromise affair, cobbled into the old chassis and not delivering all the theoretical advantages. By contrast the TR-7's live axle (aside from that steering tendency, which we hope isn't normal) is suspended and located very well and works better than the old IRS. Its four-link location is ordinary enough; and though ingeniously simple in that it's attached directly to the lower trailing arms, the anti-roll bar works conventionally. What is rather unusual, though, is that the TR-7's live axle has lots of room to work: 4 in. up and 4 in. down. This means that bumps don't upset the car's behavior nearly as much as in the traditional sports car, even though the TR-7 still doesn't behave quite as well as the best independently sprung cars, and it also means you can take dips without slowing down and hanging on for dear life.

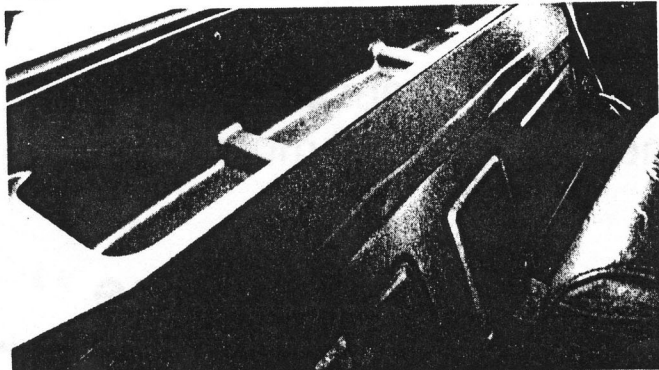
Aside from this ability to take dips well, the generous axle travel and an equal amount of travel for the MacPherson-strut front suspension also mean the ability to cope with large bumps well. In general the TR-7's ride is outstanding for a small sports car—even, very little pitch and little harshness over sharp bumps like the lane-divider dots that help keep American drivers awake.

The TR-7's cockpit is another sharp departure from previous British Leyland sports cars. In the main it's spacious and luxurious, though our drivers (particularly the largest one) complained that the steering wheel leaves little room for legs to operate the pedals. The seats are nice, fabric-covered with easily adjustable backrests, and British Leyland's deceleration-sensitive inertia seatbelts are easy to put on. The foot pedals are located so that enthusiastic drivers can doubleclutch easily while downshifting and, aside from that knee restriction, the steering wheel is well located.

Instruments and controls are thoughtfully arranged and comprehensive, with six legible instruments in front of the driver. The headlights are turned on and raised with a slightly odd switch, however, which bothered us because you push it down to bring the headlights up.

A central console contains the heating and air-conditioning controls, radio (an excellent Audiovox AM/FM/8-track unit on our car) and a couple of miscellaneous items. The TR-7 has a most comprehensive air system, and on cars without air conditioning it is probably extremely good. With it—and our test car had it—there is a shortcoming that duplicates one prevalent in American cars of the last few years: there's no way to get air and be sure the air-conditioning compressor won't run. Triumph engineers admit they copied U.S. practice on this, and now that we're all energy-conscious they'll change it for later TR-7s. For now, though the distribution of air is excellent and control of its temperature is also good, the only way to get ventilation is to engage the compressor (which robs

Tray for odds and ends is atop space for fuel tank and rear suspension.

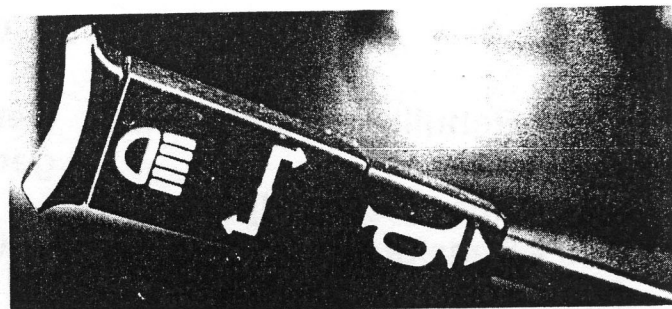


power and economy when it's running); even with the heater on it runs occasionally.

Other items of note in the TR-7's people-and-things accommodations are a very large trunk for a sports car (9.5 cubic feet is more than adequate for two travelers, and the shape is without serious intrusions) and a huge glovebox (leaving room for airbags, no doubt) plus several other places to put odds and ends. The window winders are fast, which is always appreciated, and two stalks on the steering column make it easy for the driver to wash and wipe the windshield—even if he wants just one sweep from the wipers or flash the headlights.

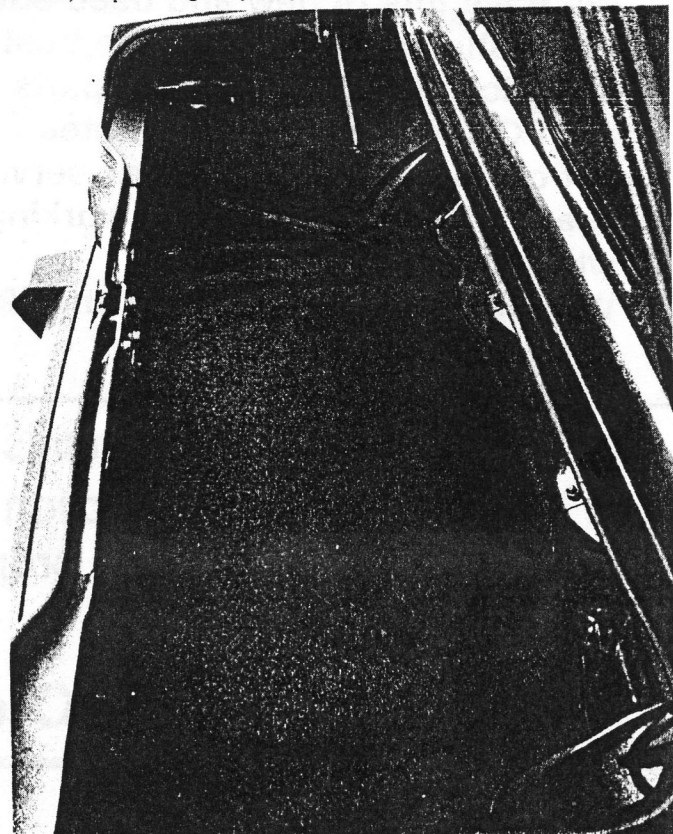
The TR-7's outward vision didn't please all our drivers. Shorter ones complained that they couldn't see any of the front sheet metal through the windshield; its base is rather high and 'way forward and the hood drops off sharply. And though vision straight back or to the right rear is fine, the large blind quarter close up restricts the view when you're trying to see if it's safe to pull left onto a busy highway at an obtuse angle.

Esthetics aside, we think Triumph has done a generally nice job with this new car. It's reasonably light, very economical of fuel and fast enough (in 49-state version at least) to provide a bit of entertainment if not thrills, and the handling-ride-braking combination is most pleasing. With the exceptions noted it's also a comfortable, roomy car for two people with a workable environment for the driver. And finally, its price seems reasonable in today's context. You can't really ask much more than that, except perhaps good looks.



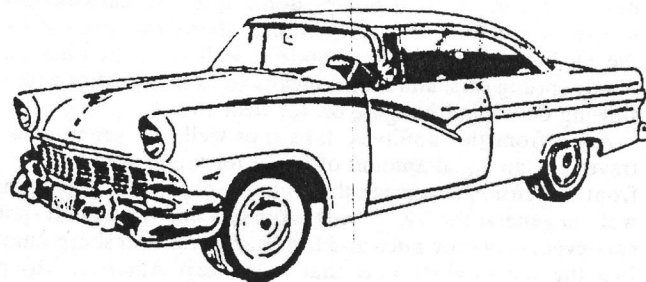
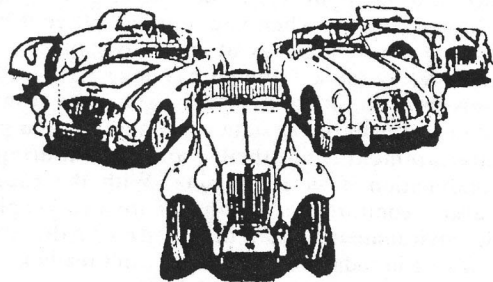
Left-hand steering-column stalk works directionals, headlights and horn.

A wide, deep and regularly shaped trunk is a strong point of the TR-7.



Terry Dale's
The
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24 Bentley Avenue, Nepean, Ontario
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TR6 - Rear brake adjusters		\$22.49
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Stromberg 175CD Carb kits & bypass valve kits in stock

We have lots of new and used stuff in stock for Spitfires, TR6, 7 & 8 Triumphs and Guarantee the best prices in town. We match or beat the price of any commercial parts supplier anywhere, plus our prices are FOB Nepean and guaranteed to be right.

Let our licensed technicians service your vehicle properly using the years of experience from working on these cars at the dealership when they were new.

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- * Fully Licenced Mechanics
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Toronto Triumph Club

invites you to attend

The Seventh Annual Canadian Classic

July 30, 31 & August 1, 1992 in Barrie, Ontario

This year's Classic takes place in Barrie 'Gateway to Huronia'. The host hotel, the Holiday Inn is conveniently located beside Highway 400 and only minutes from Highways 11 and 27, all connectors to major routes from Canada and the United States. We have planned activities with all members of the family in mind.

So get ready for Fun all Triumph enthusiasts. The fun begins with a Poker Run from east to west. You can test your driving skills on the Hill Climb and Gymkana Tours are planned to Beeton Steam Fair through the Nottawasaga Valley and Horseshoe Valley. A picnic lunch and a pig roast will be part of the weekend fare.

This year we will be part of Kempenfest which is a celebration that includes some of the best artists and crafters in Canada.

Saturday we will display our cars in Allandale Station Park by the Bay where boat races and water ski shows will be part of the scenery.

The climax to the weekend will be held at Barrie Golf and Country Club. The Annual "Awards Banquet and Dance" will feature a sumptuous buffet overlooking the fairways. Plan now to join in on the fun and excitement at the PREMIER TRIUMPH EVENT of the year!

If planning to stay over on Saturday or the holiday Monday, you may wish to stay at the Holiday Inn or relocate to the Inn at Horseshoe where there is a championship golf course.

These are good bases for self-guided tours -

1. Military & Naval Establishments - *Penetanguishene*
2. Big Chute - *World's only Marine Railway*
3. Antique & Classic Boat Show - *Port Carling*
4. Wasaga Beach - *One of the world's longest beaches*
5. Sequin Steamship - *Dinner & Cruise*
(advance reservations needed)
6. Antique Shops -
Cookstown, Craighurst, Penetang & Midland
7. Canada's Wonderland - *Toronto*

~ EVENTS ~

July 30, 31, August 1

Wednesday July 29

Early Registration
Poker Run

Thursday July 30

Motor Sports Events
Hill Climb
Gymkana
Tour - Horseshoe Valley

Friday July 31

Tour - Nottawasaga Valley
Beeton, Steam Fair
Picnic Lunch
Fun Rally to Barrie
Triumph Olympics & Pig Roast at Tyndale Park

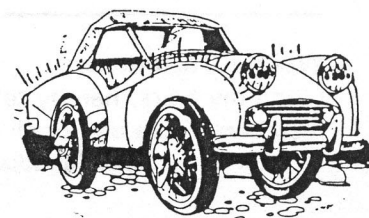
Saturday August 1

Group Photo
Annual Concours D'elegance
Kempenfest - arts & crafts, boat races, water show
Annual Awards Banquet & Dance

* WELCOME TO BARRIE

We have reserved 130 rooms at the Holiday Inn and additional rooms may be obtained at the adjoining Comfort Inn from July 29th to August 1st, 1992. The Holiday Inn features an indoor pool, fitness area, licensed lounges and a choice of dining pleasure.

Holiday Inn
20 Fairview Road,
Barrie, Ontario L4N 6E7
(705) 728-6191



SEVENTH ANNUAL CANADIAN CLASSIC

July 30, 31 August 1, 2, 1992

Barrie, Ontario

REGISTRATION

Name(s): _____ Evening Phone: _____

Street: _____ City: _____ Prov: _____ Postal Code: _____

Attending children & ages: _____ Need sitter: Y/N _____

Days you plan to attend: Thursday: _____ Friday: _____ Saturday: _____

Triumph(s) you plan to bring:

Will display car(s) as category:

Year	Model	Commission#	Concours	Participant's Choice	Exhibit Only
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

by June 15 After

Registration Fee (non-refundable)	Single	\$30.00	\$40.00	_____
	Couple	\$35.00	\$45.00	_____

Registration includes T-shirt(s),
Gym Kana, rally, Honda Tour,
Friday box lunch, door prizes

ADDITIONAL T-shirts @ \$12.00 each _____
Sweat shirts @ \$22.00 each _____

Friday Barbeque @ \$15.00 each _____

Mail completed form with cheque for TOTAL
payable to: The Toronto Triumph Club to:

Awards Banquet: \$26.00 each _____

Canadian Classic 7
Don & Judy Johnson
6 Lovers Court
Barrie, Ontario, Canada, L4M 4S6

TOTAL _____

or charge VISA No: _____ Expires: _____ Signature: _____

Shirts Required: One FREE T-SHIRT per single registrant/two per couple. Additional @\$12 each (Enter above). SWEAT SHIRTS available @ \$22 each (Enter above)

T-shirts: S(33):____ M(37):____ L(42):____ XL(46):____ XXL(50):____
Sweats: S(33):____ M(37):____ L(42):____ XL(46):____ XXL(50):____

To enter Concours car must participate in one of the other events.

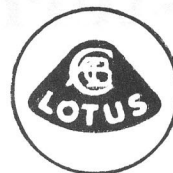
Waiver Statement:

I, and my heirs, hereby release The Toronto Triumph Club (Inc.), its officers, acting officially, or otherwise, and its members, from any or all claims and actions on account of any injury, death, or damage occurring before, during or after the 1992 Canadian Classics.

Signature: _____

3rd Annual Ottawa Classic Sportscar Show

Austin-Healey



Morgan



*Sporting
CLASSICS*

**MAKE A MOVE!
BE A BIG BROTHER.**



"Today's Hits & Good Time Oldies"
W1310

Rideau Arena, Manotick Entry \$2.50
30km South of Ottawa (incl GST)

June 28, 1992
10:00am to 4:00pm

Indoors:

- * Club Displays
- * Trade Displays
- * Collector Classics

Outdoors:

- * Free Sportscar Show & Shine Corral
- * Flea Market

In support of Big Brothers of Ottawa and District

Promote your product or service to the sportscar enthusiast in Eastern Ontario and Western Quebec!

Trade Booth Reservations

Booth	15' x 15'	\$75.00 (\$70.10 + 4.90 GST)
Table	5' x 3'	\$5.00 (\$4.67 + 0.33 GST)

Trade booths are for new or used parts, restoration services, cars for sale, automotive art and photography. Business must be automotive related.

Reservation form below must be received by May 31, 1992 with full payment by cheque, money order, or Visa.

Please book early!

Send completed form to:
Sporting Classics Productions Inc.
P.O.Box 160, Manotick, ON. K4M 1A3

Show Co-ordinator: John Carr, (613) 692-6277. Fax: (613) 692-2605

Trade Booth Reservation Form

GST Reg No. R122050164

No. of Trade Booths: _____ Tables: _____

___ Enclosed is cheque/money order in the amount of \$ _____

___ Please charge my Visa # _____ Exp ____/____

Authorized signature _____ Name: _____

Company : _____ Tel : _____

Address: _____ Fax : _____

City: _____ Province: _____ Postal Code: _____