



OTTAWA VALLEY TRIUMPH CLUB NOVEMBER 1992

Editor's Babble:

Are all of you feeling the way I am? You know - that 'what happened to summer?' feeling that comes with Daylight Savings Time, frost warnings and wind chill factors? Of course you are. Take heart - next summer is bound to be better than this past summer for sunny weekends in a British sports car. I for one am looking ahead to next summer for working on (completing?) my 'six', attending many automobile events around the region, and on and on. Even though the days for driving Triumphs are gone for a few months, the OVTC will continue on with its activities unabated. Besides, with winter comes the famous OVTC Christmas party!! Read on ...

October 28th Meeting:

Due to a minor administrative error, we were unable to hold our meeting in the usual location at the Manordale Community Centre. Undaunted, Jane and Juliano Benco opened their doors to the whole group of us (some 25+), and after only a few minutes delay, everything was 'business as usual' (thanks again, J&J!). P.S. - not to fear - we'll still meet at the usual time, usual place for the next monthly meeting (Nov. 25, @7:30).

Award to Clive Law:

First order of business at the meeting was to acknowledge the terrific effort put forth over the past year by Clive Law as outgoing President. Thus, Derek Holbeche's first official act as new OVTC President was to present Clive with a plaque commemorating his tenure over 1991-2. Malcolm Brown left some big shoes to fill, but Clive's bunions were up to the task, as we all agree. A final thanks again, Clive, from all of us with the OVTC. As a lot of you know, Derek is carrying on the great tradition of OVTC presidents restoring their cars in great detail with the 1962 Herald he purchased this past summer (recall the ad in June-July's newsletter). Best of luck!

Regalia:

Unfortunately, the goal of 25 orders for our embroidered club clothing was not realized by the Sept. 23 deadline, so we had to cancel those plans for now. An alternative which Pat Mills wishes to offer is to sell embroidered OVTC crests as a separate item. These would be roughly the same size as those printed crests now seen on many a hat, golf shirt, etc., but would offer all the yuppie appeal a raised stitching crest would provide and could be sewn on to any piece of clothing you wish.

Prices for these crests would be \$6.50 each or 2 for \$12.00. Based on the enthusiastic show of hands at the meeting, Pat is going ahead with the order in a first batch of 100. These promise to go fast, so be prepared to place your order with Pat at the next meeting if you want one or more.

Can-Am 1993 'Auto Spectacular':

Andrew Grant and his wife Linda were on hand at the meeting to present their plans for the First Annual Auto Spectacular, scheduled to take place over the May 1993 long weekend (22-24). Many of you know Andrew as the owner of 'Moggy 1', his fine Morgan +4. This is still in the planning stages, but some of the events to be offered include: demonstrations, seminars, commercial displays, and many other activities in addition to the show itself. This is early in the season, which is desirable in the respect that the fall show season is fairly busy with the likes of Stowe, Bronte Creek, etc. It is also good for us in terms of the proximity to the Ottawa area and the U.S., so there should be a strong turnout from Eastern Ontario and Northeast U.S. clubs.

Anyone wishing to call with comments, suggestions or other inquiries may contact:

Can-Am 1993 Auto Spectacular
RR 3, Chrysler, Ontario K0A-1R0

phone: (613) 987-5475
fax: (613) 987-5516

OVTC Christmas Party:

Well, here it is, the event of the season, the annual OVTC Christmas Party! Once again, the Benco home is to be invaded by crazy Triumph people going on and on about carburetors, distributors and 'Jailhouse Rock' (an inside joke for those Stowe-goers from this year!). The big day is Sunday, December 13, so mark your calendars. Arrival time is any time after 2:00 p.m., while departure time is at the discretion of our hosts, as the next day is a work day. This is organized as a pot-luck event, so if you wish to see what food you can bring, please call Jane at 727-8113 to avoid 25 cheese trays! The Christmas party will take the place of a normal Wednesday December meeting (as always), so this is our way of ringing out '92

with a bang. Hope to see as many of you there as possible!

Boot'n'Bonnet Annual Fall Colour Tour:

(The details below come courtesy of both Derek Holbeche and Pat Mills, who answered my request for submissions in last month's newsletter - Ed.)

This event, staged by Boot'n'Bonnet, had a fairly good turnout in spite of the weather forecast that weekend. Roughly 25 cars were in attendance, including a couple Jags, a mini, 3 loti (is that correct plural for lotus?), as well as the usual wide variety of Triumphs from both clubs. Pat & Brian Mills also came in their TR hybrid - the Ford Stag (an Escort with antlers). The meeting place was in Athens (famous for mural paintings on many of the buildings). The motorcade then travelled west on hwy. 42 through several small villages, through Forfar, then on to Westport. The final destination was 'Green Bay Heritage Cottages' on Beautiful Bob's Lake, home to our own Larry and Diane Henderson. Among those in attendance from other clubs were Brian & Linda Thomas of B'n'B, and Bill & Nancy Gray of TTC. (Derek mentions Bill in particular as the last part of the drive to the cottages was over a narrow, unpaved road, and it was assumed Bill 'chickened out'. Alas, the truth be known, he was delayed by - are you ready - a mechanical problem! In a Triumph of all things - imagine!)

A chili lunch was put on by Larry & Diane, Pat & Brian Mills and the sponsorship of the OVTC. In addition to Larry's chili (in 'wimp', regular and 'suicide' grades), there was also rolls and soft drinks available. Derek wishes to thank the Hendersons and Mills's for preparing the feast (Pat admits they'll likely need more next year, judging by how fast the chili went!). Pat also reports that from the nominal charge from the lunch, "we actually managed to add a few loonies to our club's treasury." Bravo!!

Quick Tips - with Terry Dale

(As we promised in last month's newsletter, this is the debut technical feature from our own Terry Dale of "The Old Car Factory". This feature will be of Terry's own inspiration, as he will also be responding to specific inquiries for readers of 'Sporting Classics' Magazine, and it is my wish not to overstep the hospitality of either Terry or John Carr. Helpful hints are what we find here. Ed.)

It's that time of year again when summer's toys have to be tucked away for a few months. How you tuck your favourite toy (Triumph, of course!) will make a big difference in how it runs next spring and how it runs and what it looks like five years from now. The following are a few tried and true tips:

Number 1: Have your engine oil and filter changed so your engine isn't forced to sit with contaminated fluid in it's oil pan. Also lubricate all grease points and ensure fluid levels are topped up. Make sure the level of freezing protection is adequate in both the radiator and the windshield washer bottle.

Number 2: Ensure your fuel tank is topped off to eliminate moisture-laden air from getting in, and causing rust on, the inside walls of the tank. Put a can of gas-line anti-freeze and one of fuel stabilizer and run the engine a few minutes to be sure it is well distributed throughout the whole fuel system.

Number 3: Take the time to clean your Triumph inside and out and apply an *Armor-All*-like protectant to the tires, cooling hoses and interior vinyls. Hose the underneath well and dislodge any packed road dirt from behind fender lips and the like.

Number 4: Once the car is in position, remove all the spark plugs, put a tablespoonful of engine oil through each hole and reinstall the plugs. Crank the engine (without starting) for a few seconds to spread the oil around. This will help prevent the rings from sticking.

Number 5: Seal the tailpipe and carb throat with plastic bags or the like to ensure moisture doesn't enter the cylinders through the open valves.

Number 6: Remove the battery and put it in a warm area, and trickle charge it once a month to maintain full charge. An inactive battery becomes "sulphated" and unuseable and also not covered under warranty.

Number 7: If practical, roll the car a foot or so every month to help avoid flat spots in the tires. If you are especially keen, jack the car up and support it on the frame, leaving the wheels "dangling". This will take the weight off the springs and extend their life to some degree.

These are the key areas to pay attention to that will make a big difference when spring rolls around next year. If you have any questions or concerns, come on out to the next meeting and ask.

T.D.

Triumph Articles:

Like the 'Time Capsule' in last month's issue? That came courtesy of Dave Snasdell-Taylor and his sharp eye. Clive has also provided me with a large collection of '60's and '70's issues of Britain's "Autocar" magazine, from which we'll be bringing you articles, cartoons and advertisements on our cars with a uniquely British flavour. It'll take some time to sort and catalogue all this, but for the present, enjoy the attached article on the TR6 from a Road & Track I had myself. That's all for now.



TRIUMPH TR6

Sturdy and stylish, with just enough privation to remind you it's a British roadster

BY PETER BOHR

A proper English sports car that grew old fairly gracefully: TR6's predecessor had roll-up windows; then a safety interior and a square tail arrived.

REMEMBER THE AUSTIN-Healey 100-6/3000, the so-called Big Healey? What veteran sports-car nut doesn't? Over the years various automotive writers described it as a "handsome brute," a car with "Churchillian steadfastness" and "a rough, solid, lovable bastard."

In 1967 British Motor Corp retired the Big Healey rather than subject it to the indignities of U.S. emission and safety regulations that were about to come into effect. *Aficionados* of British sports cars grieved because BMC had no replacement.

Or so everyone thought. They did actually replace the Healey—in 1969 with Triumph's TR6. No, Donald Healey had nothing to do with the TR6, and the renamed company British Leyland never touted the TR6 as the Healey's successor.

But think for a moment: What made the Big Healey such a charmer? It was, of course, a 2-seat convertible (those tiny rear seats couldn't *really* accommodate people). The Healey 100-6/3000 had a rugged 6-cylinder engine with gobs of torque. And the Healey had a distinctive, hunky body. Well, all the same things are true for the TR6. Moreover, a Big Healey and a TR6 are just about equal in size and weight.

Today, Big Healeys are hot items in the used-car market. Decent examples are fetching \$8000–\$10,000, and sometimes more. Meanwhile, Triumph TR6s are languishing in the gray matter of the market. They're not dirt cheap, but very nice

TR6s are only about a third the price of a good 3000.

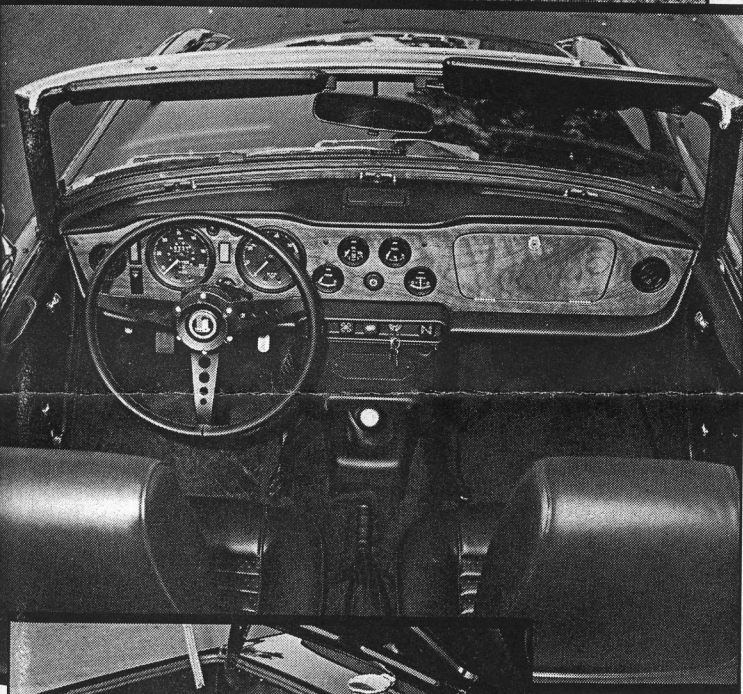
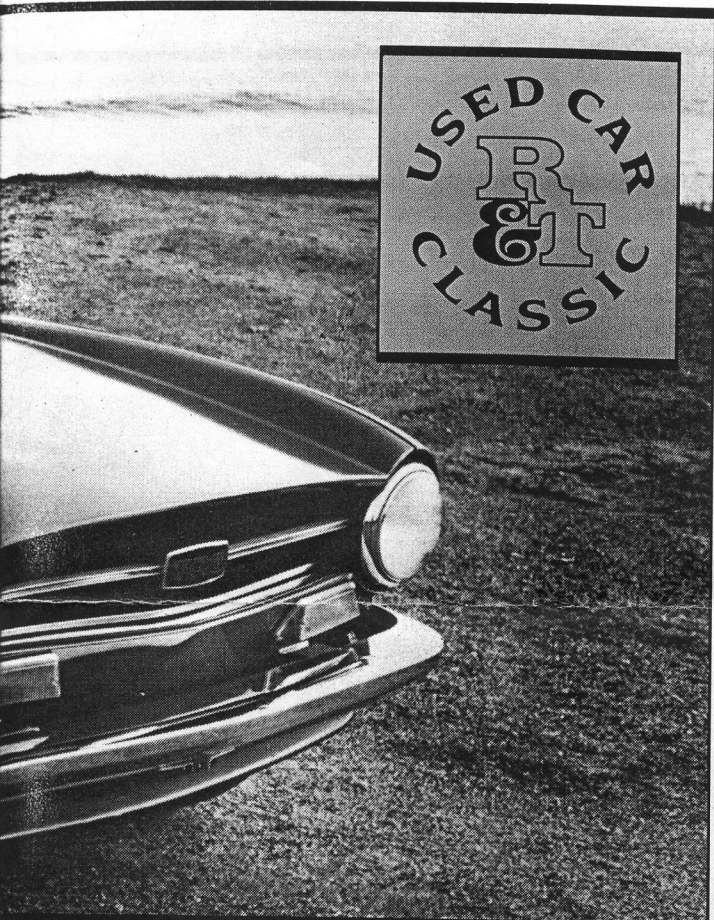
The TR6 may never reach the Big Healey's rather dizzying price heights, at least not in the near future. But considering the TR6's basic similarities to the Healey, it's a good bet that these Triumphs won't get any cheaper than they are now.

Family ties

WHEN R&T's editors first got a look at the TR6 in early 1969, they were a little disconsolate. "We've been hoping for an all-new sports car from [Triumph] for some time, but what they've done is updated the old one again," the editors wrote in a road test. They added, "If Triumph were to put an all-new car on the market [a TR7], the car would probably be too good to be true."

Ha! When the all-new TR7 did come in 1975, it was such a dud that it eventually killed the marque. From the TR2 through the TR6, Triumph had wisely, as it turned out, followed a policy of slow evolution.

The TR6 is a direct descendant of what is perhaps the quintessential Triumph sports car, the TR2/TR3. With its pug nose, bulging headlights and doors cut so low that passengers could reach down and scrape their knuckles on the pavement if they were so inclined, the TR2/TR3 has a unique, funky look. Like other British sports car of the Fifties, the TR2/TR3 is an assem-



PHOTOS BY GORDON CHITTENDEN

blage of sedan components. The Standard Vanguard contributed its 4-cylinder engine, the Standard Flying Nine its frame, and the Mayflower its independent front suspension and live rear axle.

Odd-looking or not, the TR3 (which was only a slightly refined version of the TR2) was a smashing success in sales-rooms, on the race track and on rally courses. This bulldog of a car earned Triumph a reputation for toughness that remained until the TR7. The TR3, incidentally, was also the first high-volume production sports car to use front disc brakes.

Nevertheless, by the early Sixties sports-car buyers wanted a little less funk and a little more creature comfort—like roll-up windows. The TR4 has a more modern, squared-off body, but it's a TR3 under the skin. Its mechanical changes were few, notably a fully synchronized transmission and a rack-and-pinion steering system.

The TR4 was a winner too, but by 1965 Triumph needed to give the car an edge on the competition, in particular the Austin-Healey 3000 and the MGB. (At this time Leyland-Triumph had yet to merge with British Motors Corp, the builders of the Healeys and MGs.) High-tech cars like Jaguar's E-Types used independent rear suspensions, so Triumph gave its a go on the TR4, which then became the TR4A.

Triumph's gambit to add sophistication to its flagship sports car was a noble but poorly executed idea. Like Banquo's ghost, handling and maintenance problems haunted every irs-equipped TR, from the TR4A through the TR6. Ten years later, Triumph exorcised irs and gave the TR7 a live axle.

All this is somewhat puzzling because Triumph was no stranger to the concept. Prior to the TR4A, the company had given its sedans irs, and even the TR4's baby brother, the Spitfire, had a primitive swing-axle design. The TR4A's setup was adapted from Triumph's 2000 sedan and used semi-trailing wishbones with coil springs and lever shocks. The TR4's chassis was reshaped to incorporate a bridge that supported the differential and mounting points for the coil springs.

"When the going gets rough, the TR's independent rear suspension . . . is less happy than most such systems," we stated in a road test. "The frame rails actually run underneath its axles, severely limiting suspension travel in the rebound direction. The result is a strange combination of softness in the bounce [up] direction and super-control on the rebound."

The TR's evolution continued in 1968 as the TR4A became the TR250. This was the first year of U.S. emission standards. Rather than fool with the old 4-banger, Triumph decided a new version of the 2.0-liter inline 6-cylinder engine from the 2000 sedan and GT6 would be just right for the TR. This engine was stroked to 2.5 liters and, in carbureted U.S. form, produced 111 bhp. (In the mother country, the TR250 was called the TR5 and had troublesome Lucas fuel injection.)

There was only a 6-bhp increase over the 4-cylinder's horsepower, but the 6-cylinder's torque—152 lb-ft at 3000 rpm versus the 4-banger's 128 at 3350—and smoothness were real advantages.

Bruce McWilliams, then executive vice president for Leyland-Triumph of North America and now an automotive marketing consultant, recalls that he was horrified when Triumph tossed the new engine into the old TR4A and pushed it out the door. Together with a factory engineer, he brought a TR250 prototype to his New York state country home where they spent a day getting the car at least to *sound* different from the old 4-cylinder TR4A. "We stuck broom handles up the exhaust pipes and experimented with different baffling until we got that special throaty roar characteristic of the 6-cylinder TR6s," he says. Broom handles! Hard to imagine in this age of computer-aided design, isn't it?

Triumph also gave the TR250 a revised interior to conform with new U.S. safety rules. Protruding knobs and switches were



The stout heart of a TR6: Its 2.5-liter inline-6 proved to be easy to maintain and trouble-free. Beware careless clutch work, though. Backyard mechanics have been known to mismatch Borg & Beck and Laycock components.

eliminated, while soft visors and a breakaway mirror were added. Triumph also changed the high-gloss finish on the wood dash to a flat finish and the chrome bezels around the instruments to black bezels.

To McWilliams' relief, the TR250 lasted only a year until the newly styled TR6 was ready. R&T's editors may have been disappointed that the TR6 had a front suspension little changed from the TR3, a gearbox from the TR4, a chassis and IRS from the TR4A and an interior from the TR250, but they were (and we still are) enthusiastic about the car's styling.

Indeed, the German firm of Karmann, commissioned by Triumph to style the TR6, did a remarkable job. Triumph insisted that Karmann use the TR4/5/250 floor, cowl, doors and inner panels. The firm had to design the car, have it approved and then manufacture the new body tools in a mere 14 months.

Karmann cleaned up all that was superfluous about the older TRs. The TR6's chopped tail and crisp front end turned the somewhat frumpy TR4/5/250 into a virile, lean machine.

New, wider 5½-in. wheels gave the TR6 a more aggressive stance. Together with a larger front anti-roll bar, they also improved high-speed cornering. Other modern touches included larger taillight assemblies, flat-black paint on the Kamm back and throne-type seats. Triumph also offered a most attractive removable hardtop for the TR6.

Despite the improvements, however, there was still no doubt that the TR6 with its separate-body-and-frame construction and its narrow cockpit was about as avant-garde as a Conastoga Wagon. "There's nothing wrong with the TR6 that a good chassis wouldn't cure," the pundits said.

But devoted Triumph fans liked the car just fine. With its facelift and lusty 6-cylinder engine, the TR6 was updated just enough to seem fresh and to satisfy U.S. regulations without sacrificing the rough-and-tumble, wind-in-the-hair qualities of a traditional British roadster. This partially explains why the TR6 continued to sell well for two years after the introduction of the "modern" TR7.

By the time the TR6 went to market, Leyland-Triumph BMC, Jaguar and Rover had all been thrown together in a giant melting pot called British Leyland. From 1969 through 1977, BL went on to sell some 94,000 TR6s. Bruce McWilliams calls

the car a "fantastic money spinner" for British Leyland and says that dealer gross profits on the car were five times the national average.

BL put only token engineering and advertising efforts into the TR6 after its introduction. Of course the car had to meet increasingly stiff U.S. emissions rules, and it acquired exhaust gas recirculation and an air pump along the way. The engine's compression ratio was also dropped from 8.5:1 to 7.8:1 in 1971. But power held up well even in the last few years of production and remained a little more than 100 bhp. The pleasant chrome bumpers grew rubber tips in 1973, and at the same time BL added a fiberglass front spoiler. Overdrive, always an option on TRs, became standard on the TR6 in 1974. In appearance and performance, the TR6 survived the perils of U.S. regulation during the Seventies far more gracefully than its BL stablemate, the poor emasculated and uglified MGB.

TR6 selection tips

THE TRIUMPH TR6 is a car with definite strengths—and weaknesses. The TR6's engine, transmission and brakes are exceptionally stout, in the tradition of the TR3. That's assuming owners provide a modicum of normal maintenance. However, that's a big assumption. Folks who buy these relatively inexpensive cars are often too penurious or impoverished to provide even routine care. "We've opened up some TR6 transmissions and they've smelled like something died inside," says Dick Infantino of Triumph Specialties Inc in San Jose, California.

Dick has been with Triumph Specialties for more than a decade and is currently manager of parts and service. I asked Dick to share his wisdom regarding the TR6's mechanical pitfalls. At the top of his worry list is the rear end and, as you might expect, the independent rear suspension. Unusual clunks, whines and vibrations from the aft-end of a TR6 can indicate all sorts of problems. For one, the differential mounts are fragile, and either through stress or corrosion they often break. The fix involves rewelding the pins that hold the rear end to the mounts. There are also four U-joints that frequently pack up, especially if they haven't been greased regularly. Replacing all four costs about \$200, parts and labor.

Then there are the wheel bearings. Because of their peculiar design, they're difficult to replace. Dick suggests buying instead a complete, used hub assembly for \$200 a side. Finally there's the differential itself. Under hard use it isn't always able to handle the torque of the 6-cylinder engine. Triumph Specialty offers rebuilt differentials for about \$400 on an exchange basis.

Even if all the components in the rear of the TR6 are in good order, the car can still seem poorly suspended. When the clutch is dumped at a standing start, the car first points skyward and in the next moment seems headed into the pavement before settling down to a level attitude. To mitigate this up-and-down syndrome, Dick suggests converting the archaic and oh-so-British lever shocks to tube shocks. Adding a pair of stiffer rear springs, a rear anti-roll bar and a larger front bar will also noticeably improve a TR6's road manners, according to Dick. Such a package costs \$460.

The rack-and-pinion steering mounts are another TR6 weak spot. If the steering doesn't feel as positive as it should, broken rubber mounts could be the problem.

Triumph used both Borg & Beck and Laycock clutch assemblies. It's vital that worn components be replaced with new components from the same manufacturer. That is, a Borg & Beck pressure plate shouldn't be installed on a car with a Laycock clutch, a point often overlooked by backyard mechanics. Triumph Specialty charges \$120 for parts and \$200 for labor (\$250 for cars with overdrive) for a complete clutch replacement. TR6 transmissions are generally unbreakable, but if one



PHOTO BY WAVE A MOTOCYCLE

goes bad, expect to pay \$500 for a rebuilt unit and again \$200–\$250 for labor.

Should a TR6's engine need rebuilding, Triumph Specialty has rebuilt units—long blocks with everything but the carburetors—for about \$1700. Installation will cost another \$500.

There's always the danger of terminal rust lurking in an older car. One, and perhaps the only, advantage to the TR6's separate body and frame is the relative ease of repairing either collision or rust damage. Replacement panels are available and are easily installed. Moreover, a badly rusted body won't affect the structural integrity of the car as it will on a car of unibody construction.

However, check the usual rust-prone spots: the rocker panels, fenders, floors and inside the trunk. If the body shows much corrosion, check the frame very carefully, especially at the various suspension mounting points. A car with a frame that's beginning to resemble Swiss cheese isn't good for anything but the scrap heap.

Because there are plenty of doggy TR6s around, it's smart to be fainthearted about buying a TR6 until you're certain it's sound. A good TR6 is a bargain at current prices. But if you sink a small fortune into a restoration job, your chances of recouping your investment are slim.

Driving impressions

I MET John Yerger and his TR6 on a blistering summer afternoon. How hot was it? John, a factory representative for Jaguar in Southern California, had a unique perspective. "On a day like this 10 years ago," he said, "I would have been hiding from irate owners of boiling XJ12s."

From their cumbersome ragtops right down to their optional wire wheels, TR6s have all the hallmarks of a vintage British sports car except for one: They're not prone to overheating. On such a day, I was thankful for that.

John bought his TR6 brand new in 1972 for \$4100. Some 75,000 miles have passed beneath it since then, including six coast-to-coast trips. Through it all, the car has been remarkably reliable. Now John's everyday car is of course a new Jaguar, and the TR6 is reserved for weekends.

To my eye, the TR6's styling hasn't lost its excitement after all this time. John's car isn't concours-ready. But the original maroon paint still shines, the tan vinyl upholstery is holding up well, and there isn't a speck of rust anywhere. Like a favorite pair of shoes, John's TR6 is comfortably broken-in but has plenty of miles left in it.

Both John and I have lanky physiques, and the TR6 gave us all the leg room we needed. A more corpulent couple would certainly rub shoulders in the car's narrow, cozy cockpit. The TR6's passengers sit upright on shapeless cushions, and the steering wheel practically kisses the driver's chest. More endearing is the piece of genuine timber across the dash, the well placed gearshift lever and the complete set of easily readable instruments.

Unfortunately, John has fiddled with his car's exhaust system, and when I goosed the accelerator pedal, I was given a nasty rasp rather than the throaty roar that Bruce McWilliams had worked so hard to achieve with his broom sticks. Though the sound wasn't typical TR6, the muscular engine pulled smartly without the slightest fuss.

The notchy gearbox and servo-assisted brakes worked just fine. But oh what a clutch! It's said that the TR6, like the Big Healey, is a hairy-chested man's car, and the heavy clutch is testimony to the notion. Even Arnold Schwarzenegger's left leg would get tired after slogging through rush-hour traffic in a TR6. Apparently John's car wasn't peculiar in this respect; when the TR6 was introduced, automotive scribes complained about the stiff clutch too.

Cruising along on smooth roads in the TR6 was delightful. With the top down and the transmission in high gear, the engine sounded relaxed, and there was so little wind buffeting that John and I could talk normally. But then we encountered railroad tracks, followed by a few potholes. That silly irls lost its composure and the ride degenerated into something more akin to a century-old donkey cart than an automobile from the Seventies.

Handling was also a mixed bag. At lower speeds, when I asked the car to turn, it seemed to answer, "What?" and then understeered ferociously. But at 50 mph or so, the steering lightened up and the response became more neutral.

Yes, Triumph's TR6 can be a cantankerous beast. But cheerfully accepting privation is part of the Traditional British Sports Car Experience. Although John has considered selling his TR6 several times, "the thought always left quickly," he says. After all, a young fellow like John needs relief from all that luxury and serenity of a Jaguar XJ6, and the TR6 is a perfect diversion.

BRIEF SPECIFICATIONS

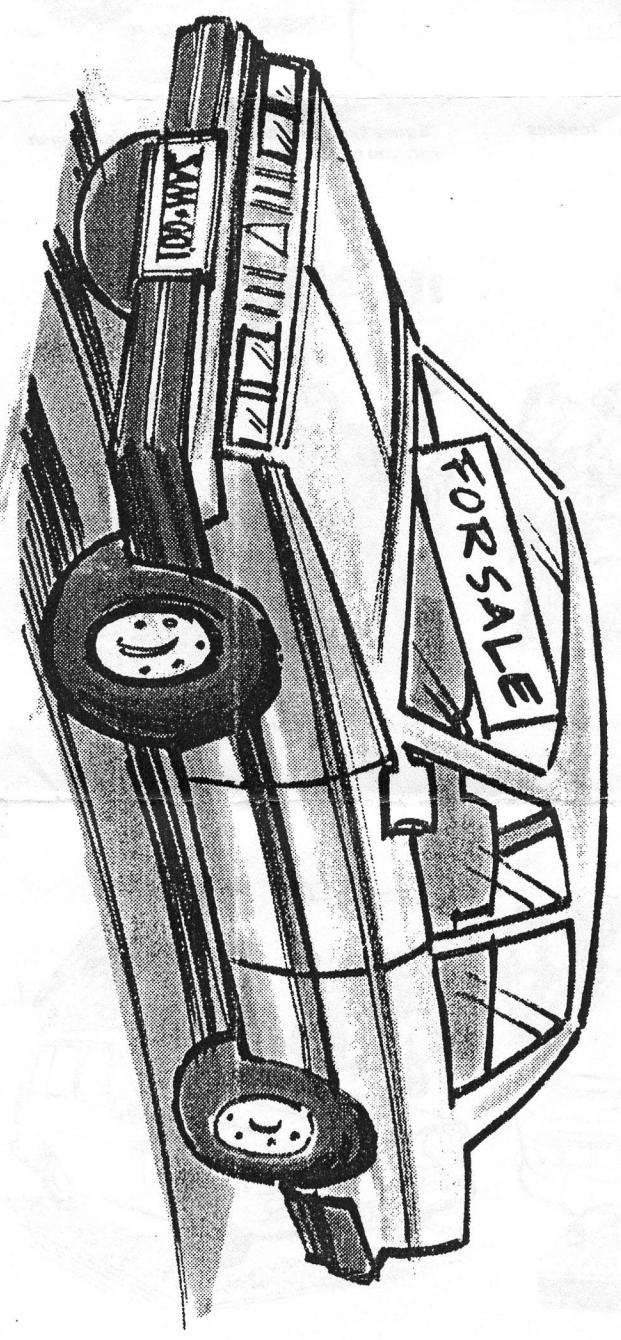
	1969 TR6
Curb weight, lb	2360
Wheelbase, in	88.0
Track, f/r	50.2/49.8
Length	156.0
Width	58.0
Height	50.0
Engine type	ohv inline-6
Bore x stroke, mm	74.7 x 95.0
Displacement, cc	2498
Bhp @ rpm	106 @ 4900
Torque, lb-ft @ rpm	133 @ 3000
Transmission	4-sp manual with optional overdrive
Suspension, f/r	ind/ind
Brakes, f/r	disc/drum
Steering type	rack & pinion
0-60 mph, sec	11.6
Standing ¼ mile, sec	18.2
Avg fuel consumption, mpg	18.0
Road test date	2-69
Typical asking price	\$2500-\$4500

SOURCES

Triumph Specialties Inc, 991 Berryessa Rd, San Jose, Calif. 95133, offers a free 60-page parts and equipment catalog. Recommended books include *Illustrated Triumph Buyer's Guide*, by Richard Newton, \$13.95; *The Triumph TRs, A Collector's Guide*, by Graham Robson, \$18.95; *The Triumph TR5/250 and TR6 Companion*, by Steven Rossi and Ian Clarke, \$16.95. All books are distributed by Motorbooks International, PO Box 2, Osceola, Wis. 54020.

UIC Members thought this would be of interest to us all. If you don't like what you see, be suggest to us what you would like. If you don't like what you see, be suggest to us what you would like. If you don't like what you see, be suggest to us what you would like.

Buying Or Selling A Used Vehicle? Here's What You Must Know.



Starting October 1, 1992, the Ontario retail sales tax you pay when you privately buy a used car, van or light truck, will be based on the purchase price or the average wholesale value, whichever is more. The average wholesale value is set using the Canadian Red Book, a well-known standard in the used vehicle business.

The tax is paid when you change the vehicle ownership at your local Driver and Vehicle Licence Issuing Office.

Some changes in ownership, such as gifts between certain family members, are tax-free with legal proof.

Starting April 1, 1993, if you want to sell your vehicle privately, you will have to buy a vehicle transfer package and give it to the buyer before the sale is completed. The package will be available at all Driver and Vehicle Licence Issuing Offices and from the Ministry of Consumer and Commercial Relations. Consumers will benefit from information

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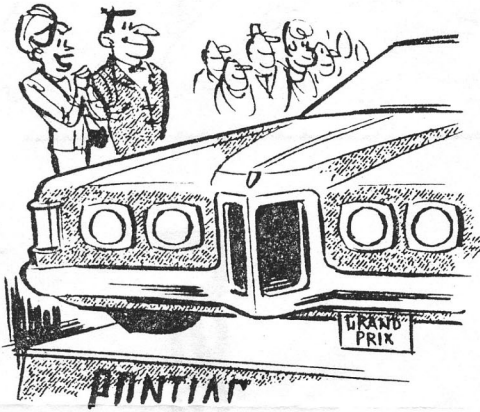
on the vehicle's history, outstanding debts on the vehicle and retail sales tax.

If you're planning to buy or sell a used vehicle privately and would like more information, call 1-800-263-7965. Telephone Device for the Deaf, call 1-800-263-7776.

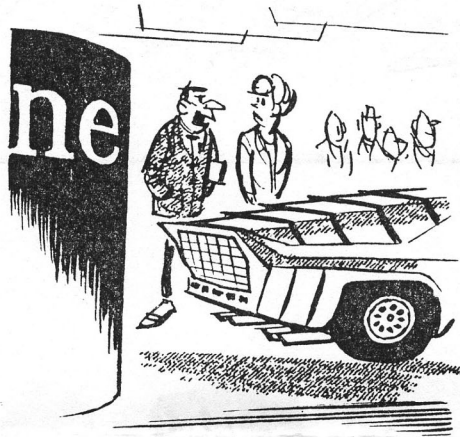


Bill Thacker's View...

- from
AUTOCAR, 10/68



"Oh George... if only we could! The Joneses would have to move!"

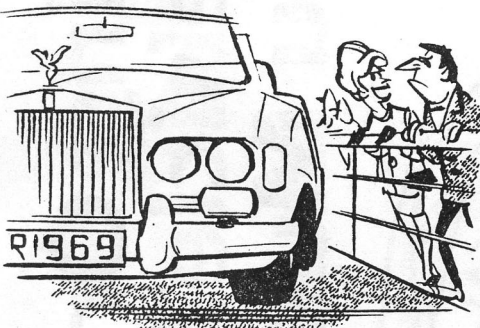


"Looks like an ARMADILLO? There's no such car, you clot!"



"Sir, you are the 1,834th person to say 'Never mind the car, how much is the GIRL?'"

ALLS RUTLE



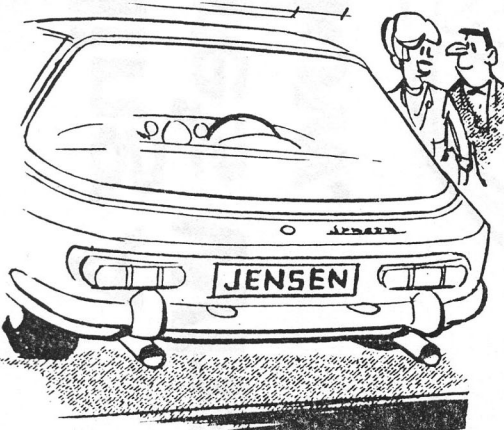
"Unlucky for some, if they CAN see their faces reflected in the paintwork"



"GEORGE! You didn't tell me you were interested in car stereo"



"Just think... in 15 years' time someone may get fined £100 for dumping THAT in a public place"



"Looking at THAT rear window, I'm glad you got tired of the pennant craze"



"... there goes my hope of a Mediterranean cruise next year"



"I'm glad it's raining, pet... the old heap will have a nice shine on it when we see it"