

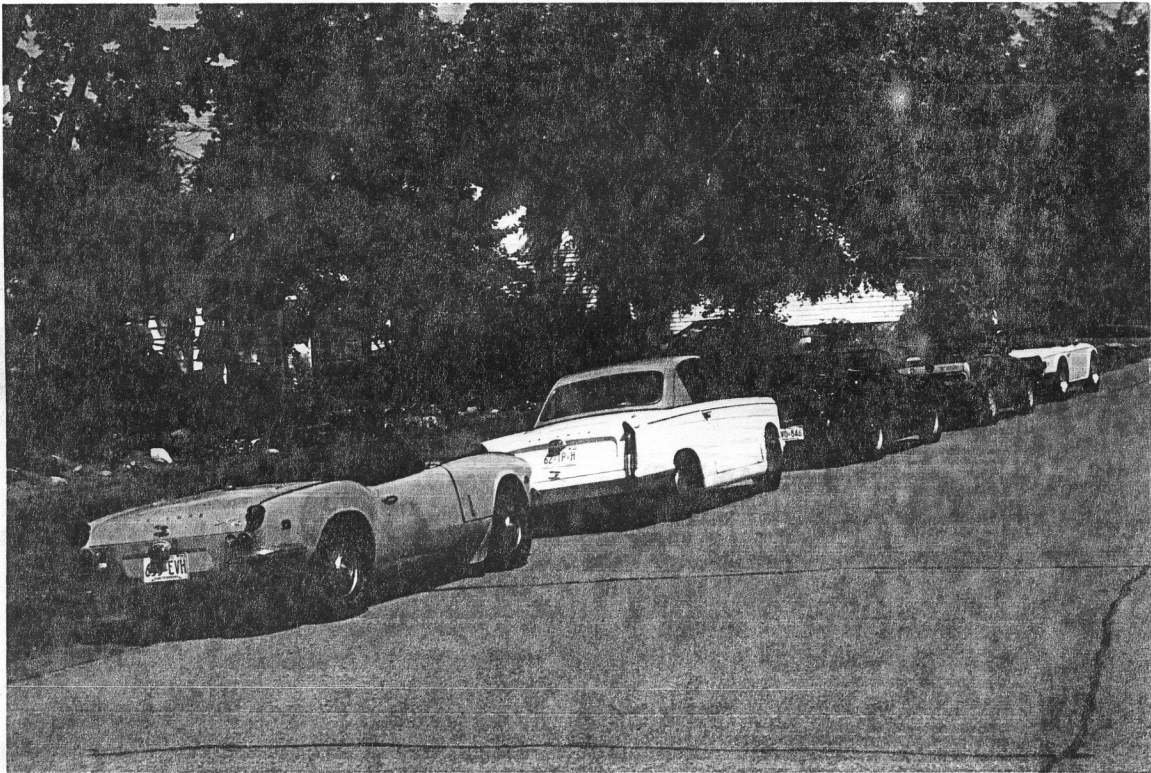
Brown Mills



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April, 1994



## *In This Issue:*

- *Report on Richmond '94*
- *Boot'n'Bonnet Tour in July*
- *"OIL DRIPS"*

ISSN 078-110-107  
ISSN 078-110-108

**Editor's Note: (Julio) - First Sunday Run.**

April 10 - I knew I had a list of things that should have been done on Sunday. Priority one - the Newsletter. So off I go to John's house, and before you know it we're in the garage trying to remove that \$\*#!& three-way union for the rear brake lines. No work on the newsletter for a while, as we're having so much fun skinning our knuckles! I figured we'd better stop, though, or else we wouldn't be able to hold a pen.

As we were about to leave the garage, we could hear the distinct rumble & roar of the Sunday Fun Run crowd coming our way. I knew deep in my heart this newsletter wasn't going to get done today! Feeling guilty about putting off my duties, I decided to flip a coin: 2 out of 3 -- no, 3 out of 5. I went with the pack to enjoy a sunny Sunday run. What the heck - there's always Monday!

**Co-Editor's Note: (John)**

I don't believe it! As I write this (April 17), I'm seeing snow flurries outside the living room window. Granted, they're melting as they hit, but snow in the third week of April is just too much for me to bear! On the bright side, it's miserable cold days like this that provide some consolation when my brake hoses have caused me grief for almost three weeks. "Might as well replace them now, since I have to bleed the entire system anyway" I said - JEEZus! What a pain I set myself up for. At least they're nearly done now. I only had to saw through one of the old ones with a hacksaw, too!



**MINIMAN**

Complete Service, Parts and Restoration  
For All British Cars

104 Walgreen Road  
R.R. #3, Carp, Ontario  
Canada K0A 1L0  
(Carp Road, South of 417 West, Ottawa)

Tel: 613-836-4283  
Fax: 613-836-7461

**OVTC "Spring Fling":**

As mentioned in last month's newsletter, this event is put on by the Henderson's (Larry & Diane) at Green Bay Heritage Cabins on Bob's Lake, near Westport, about 1 hour from Ottawa. This is scheduled for May 21-22, and involves a scenic drive to the Cabins, plenty of Larry's "suicide" chili, plus a bonfire and plenty of good times (as always!). Cost is a mere \$5 per person, and all you need to provide is your own beddings or sleeping bags, snacks and "beverages" of choice. If you can't make it to a meeting but can make the trip, call Julio at 727-8113 to put your name(s) in. The meeting will be the last call for this, as Larry & Diane need to know soon!

**OVTC Grille Badges:**

Clive Law informs us that the company which produced our grille badges will make more up for us if we can get an order of 8 or more. The cost will be \$40 each. This order must be placed before **May 1**, so if you are interested, contact Clive between 7 and 9 p.m. at 569-1440. We'll also request orders at the next meeting.

**March Meeting:**

The March 28<sup>th</sup> meeting was chaired by David Huddleson as both our President and VP were out of town. This sudden departure from the status quo didn't affect the festivities however, due to the rather unusual technical discussion we had that evening. Brian Mills' focus that evening was on the TR6 frame, which was fortunate because he just happened to have one with him! Imagine our surprise when in comes a rusty old TR frame carried by a group of volunteers!

Brian proceeded to scare the bejeezus out of every TR6 owner in the place that

evening, pointing out the numerous (I say that because I lost count) problem areas common to ALL TR6 (and Triumph in general) frames, up to and including the now-legendary Achilles' heel, the differential ('diff') mounts. Brian pointed out that while working on the frame is relatively simple, it's getting TO the problem area that's difficult. This is especially true of the diff mounts, as the exhaust and other things are also right there. When Brian can, he boxes in the diff mounting points to reinforce them, which he says is a 20 minute job. Getting ready to do so is almost that many hours! As soon as I can this year, I'm going to examine my frame and have it coated (inside and out) with either an oil spray or by something like Krown Rust Control.

#### Dart Tourney in March:

A total of 12 teams turned out for this year's tourney (5 OVTC), with good participation from the MGs and Moggies. Steve Lashley arrived later to hold the banner for the Loti (such a *lonely* position, eh Steve?)

Clive redeemed himself for the croquet match with another winning dart performance, aided by the strong 'doubling out' ability of Craig Holbeche. This was truly amazing despite Craig's record 6 times' claiming of the "Weenie" award for scoring <10 points on 3 darts!

Specialization indeed! The Morgan folks claimed the runner-up title. Clive also garnered top male score that day (129 points for 3 flights), and Debi Fortin got top female (and overall top) with 136.

Our thanks go out to those corporate sponsors (Global Auto Care, Miniman, Chris Holum, Mario Boies and Victoria British), for their various offerings. And thanks finally to Clive for doing another

fine job at fostering club socialization and coordinating our first event (albeit *sans* autos) for the 1994 season!



723-8717

Jaguar • Asian  
Domestic • European

Michael Shore

1796 Woodward Dr.  
Ottawa, Ont. K2C 0P7

#### April 11<sup>th</sup> Executive Meeting:

The executive got together at Benco's on the 11<sup>th</sup> to further report on arrangements for Richmond (specifics are in the next section), as well as other matters of state. One particular item addressed is the fact that membership renewal is coming up for a number of us, and how the current process of varying renewal dates is a major headache to both David (as membership secretary) and myself (as editor), because I must constantly check with David as to the renewal status of those due at a particular month. With a fixed renewal date for all, this would be solved. Here is what we (the executive) decided and agreed upon:

The month of **June** would be set as the overall renewal deadline for the Club. Those whose renewal is for June already are unaffected. Those whose months differ will require some 'pro-rating' to get in sync over the next year. For instance, those who are renewing in April and May will pay an additional \$2.50 per month to achieve a June parity ( $\$2.50 = \$30$  divided by 12 months). Those who renew after June will pay only for the number of months remaining until June 1995 (eg. an August renewal pays for 10 months @ \$2.50 per month, or \$25), after which time we'll all be

at the same point. People who've just renewed in the past will be adjusted the next time they are up for renewal, unless they wish to settle up with David right away (you don't have to - it's up to you).

### **Richmond Auto Show '94:**

We had reports from all our coordinators, and things are really coming together:

- Joe reported that the location is confirmed, and that he'd be completing the insurance arrangements this week;
- Mike showed us a prototype flyer, to which we made several small improvements: Joe was getting it done up and copied;
- David has contacted numerous vendors and concessionaires for the autojumble, and several have expressed keen interest;
- We decided on plain white shirts with a single colour (red) for volunteers, based on prices Pat has been quoted by her source;
- Joe also reported that assistance and support from the other clubs has been quite good, based upon reports from the President's meeting he recently attended.
- I am preparing OVTC 'letterhead' stationery, for which we will be able to use for any official correspondences.

### **Boot'n'Bonnet Tour:**

This from Joe Lightfoot of B&B:

*This year's Prince Edward County Tour and Picnic has been tentatively scheduled to be held on the same weekend as Shannonville's Vintage Race Weekend (usually the first weekend in July).*

*The plan is to hold the tour on Saturday, and end the tour at Vince Murray's cottages and campground. We end the evening with a campfire, and camping or cottages will be available.*

*Early Sunday morning, after breakfast, we will head to Shannonville for the car show and for those who are interested the track is usually open for public lapping at about \$2 per lap.*

*Hope your club can make it. As soon as VARAC decides what weekend it will be, we will put together a flyer. Joe.*

The VARAC show is often a good one, and I can't say enough about 'the County'. We'll probe for interest at the next meeting.

### **1994 Canadian Classic:**

I called Grant Buss to request a couple dozen registration forms for this year's Classic, being held in Belleville (or "Swellville" as us former Bellevillians call it!) A big package of registration forms arrived in short order: these will be available at the next meeting, as well as all meetings prior to the Classic. Please note however that registration is \$50 per car prior to June 15, and \$65 after, so don't hesitate!

This should be a pretty good show this year, as Belleville is central to points north, south, east and west, so there should be a big turnout. Belleville also offers close proximity to Prince Edward County, with it's many scenic, meandering drives. Pen, don't pencil, this one in!

### **Plans for Stowe in Sept.:**

After some discussions amongst the Stowe 'veterans', we've thought it best to suggest that anyone planning to go to Stowe this year make their own arrangements. It turns out that the present (awful) exchange rate

and a substantial rate hike by the new ownership of our usual accommodations are combining to make many reconsider their September plans. A contingent may instead choose to "go Canadian" at Bronte Creek that weekend. September is still far off, so there's plenty of time to decide what to do and where to go.

## Milano Auto Body

*"Specializing in Frame Straightening"*

75 ABERDEEN STREET  
OTTAWA, ONTARIO K1S 3J5

"Parking for 40 Cars outside and 20 inside"

SARO PANUCCIO

Telephone 238-4165

### "OIL DRIPS" (by Julio)

This section is devoted to information on who is buying, selling or doing whatever else in between to their cars.

- Martin has added the Spax tube shock conversion to his rear suspension, and boy, does that sit straight now - almost makes you think it's 4WD!!
- Clive's TR4A body/paint is nearly complete at Milano's. Soon he'll be having to decide: "gee, which one'll I drive today?!"
- Shaun Hennessy's car is getting down to the wire. All remaining parts have been received, and with the grace of God, a few prayers and a few censored words his car should be on the road for the beginning of May.
- It looks like the "Chromemobile" of Malcolm's is hurting real bad! He started it for the first time this year and

instead of getting that sweet purring throaty sound, his baby had a tantrum. It seems that he'll have to do a bottom end job on 'er, as she threw a shoe. Our thoughts are with you as you burn the midnight oil.

- Mike Stapleton is getting spring fever. He keeps asking Julio & Brian when he can get his overdrive unit installed into his TR3. Boys and their toys!

### NEWSPAPER AD:

I've contacted the Ottawa Citizen and placed an ad in their "Sports Car Corner" section for Saturday. This is similar to the ad placed in 1990, which had such a great success in flushing out several TR owners from their closets (or should I say garages?) We'll see if that helps to bolster the membership a tad!

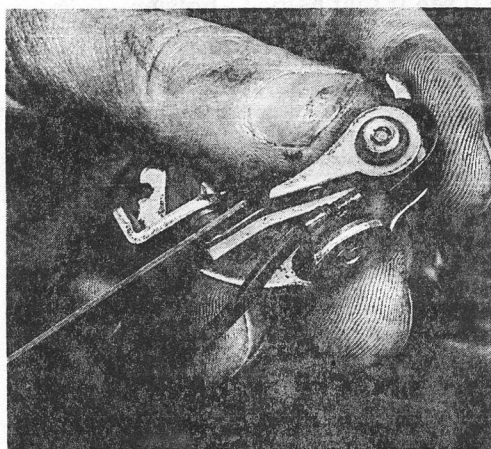
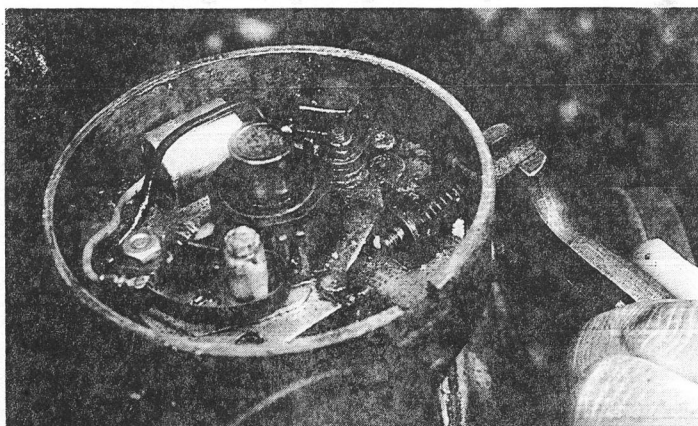
### Navigator's Corner:

This week - helpful alternatives for automotive tasks:

- *Coca-Cola* - good for removing rust and pitting from chrome. Be sure to rinse well - it's sticky!
- *Pam* (cooking spray) - when applied lightly to the hands before working around grease and oil, this helps in cleaning up.
- *Hand Cleaner* - good for use on grease stains in place of spot remover.
- *Panty hose* - good temporary substitute for a broken fan belt (Question - are knee-highs good for airpump belts on later TR6s? - Ed.)

**You can set your points gap with an old-fashioned feeler gauge, but a dwell meter is much more accurate, says Chris Horton**

# TIME



**Rover V8's distributor (above) features hexagonal adjuster to alter contact-breaker gap. Used points (left) must be filed flat and square**

**If you don't, the peak on one contact and the corresponding crater on the other (right) will prevent accurate measurement with a feeler gauge. This is much less critical with a dwell meter, however**



WITH JUST A FEW selected meters and gauges made especially for the DIY owner, you can not only save yourself hours of uninformed and possibly disastrous tinkering, but also make your car run far more smoothly and efficiently into the bargain.

We are starting this month with one of the most misunderstood and seldom-used devices: the dwell meter. (We looked at compression testers, for the record, in the December 1991 issue.)

A dwell meter is used to measure what is known as the distributor's dwell angle. This, essentially, is the angle of rotation of the distributor shaft, and thus of the contact-breaker operating cam, during which the points are closed and the coil is building up the energy required to produce the next spark at the relevant plug as the contact-breaker points open again.

On a typical four-cylinder engine which demands four sparks for each revolution of the distributor shaft, the angle of rotation between the peaks of the cam lobes is 90 degrees (360 degrees divided by four), and the period during which the points are closed would be something like 52 degrees. Of the remaining 38 degrees, roughly half would be taken up by the action of opening the points, and the other half by the action of closing them again.

Likewise a typical six-cylinder engine — the peaks of whose contact-breaker cam lobes will be at 60-degree intervals — might have a dwell angle of around 35 degrees, in this case the remaining 25 degrees between the peak of each lobe being occupied with the action of opening and closing the points. The significance of this considerably smaller dwell

angle will become apparent a little later.

Now without going into precisely how it does it, a dwell meter correctly connected between the low-tension side of the distributor and a suitable earth will accurately measure the angle of rotation of the contact-breaker cam through which the points are both open and closed, and register the dwell angle — the vital period for which they are closed and the coil is 'resting' — on a graduated scale.

And the significance of this is that because the engine is running at the time and thus duplicating real-life operating conditions, the meter measures what amounts to the contact-breaker gap far more accurately than is possible with a good old-fashioned feeler gauge — particularly if the points are fairly worn and have developed a characteristic peak and crater on their opposing faces.

So precise is this method, in fact, that some distributors (notably the V8 Rover's) have no provision for checking and setting the points gap from inside the unit, just a hexagonal adjuster on the outside of the distributor body. In practice, of course, this can still be used to set the contact-breaker gap with a feeler gauge and the engine stationary, but the accuracy demanded by an eight-cylinder motor really requires the use of a dwell meter as a matter of course.

The reason why this should be so is simple enough. On an eight-cylinder distributor there will, of course, be just 45 degrees between the peaks of each cam lobe (360 divided by 8) and, typically, a dwell angle of around 27 degrees. This means that the points are necessarily closed for a much shorter period of time between each

# to dwell

spark and that the coil has a commensurately shorter period in which to build up the voltage required to fire the next plug. There is, in a nutshell, much less room for error.

You will probably find your car's dwell angle in the handbook or workshop manual. In some cases it may be expressed as a percentage (of 90, 60, 45 or 30 depending on how many cylinders the engine has), although since good-quality dwell meters almost invariably have scales for both this should be no great problem — provided you look at the right one, of course!

You'll note, incidentally, that generally speaking the greater the number of cylinders and thus the greater number of distributor cam lobes, the smaller will be the dwell angle but the higher the reading in percentage terms. A four-cylinder engine, for example, with a dwell angle of 52 degrees, might have a percentage reading of something in the region of 55 per cent — while an equivalent figure for the V12 Jaguar, with a dwell angle of 22

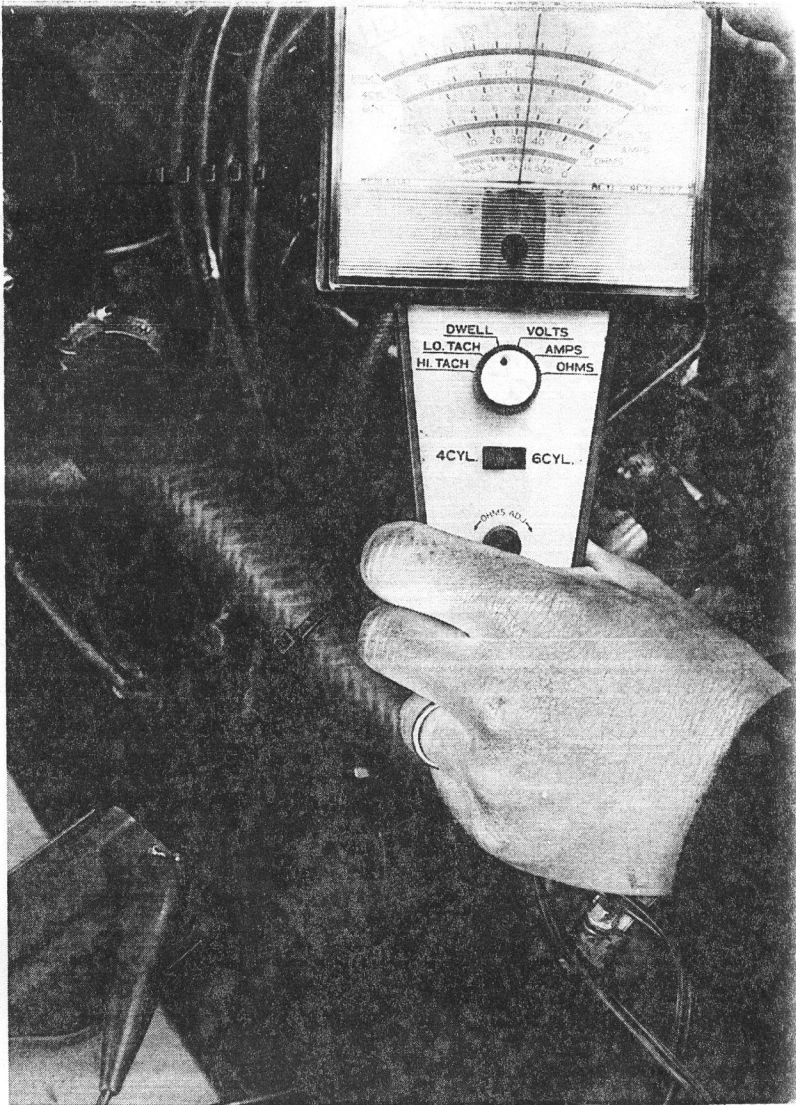
## Electronic ignition systems

If your classic is fitted with an electronic ignition system which retains the standard contact-breaker points then you'll have to check and set the gap in the normal way — although the dwell angle is far less critical.

If, on the other hand, your car has an original-equipment or after-market contactless electronic ignition system — where the switching, in other words, is done by a light beam or magnetic device — then you can relax. All you need to do here is correct the timing.

degrees, is 90 per cent.


In other words, in this instance only 10 per cent of the rotation of the distributor cam between the peak of each lobe is available to open and close the points, making it absolutely essential for optimum timing and combustion efficiency that there is no wear in the distributor-shaft bearings. The points

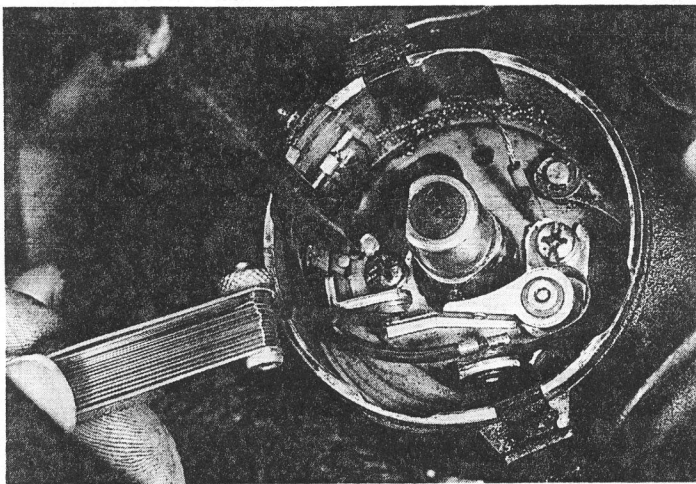


themselves must also be in first-class condition.

As for the dwell meter itself, it's remarkably simple to use. Connect it according to the manufacturer's instructions or, in their absence, with one lead to the terminal on the side of the distributor or the CB (contact-breaker) side of the coil, and the other to earth.

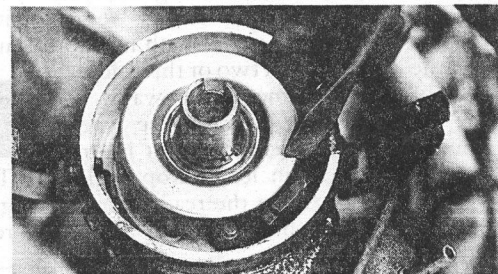
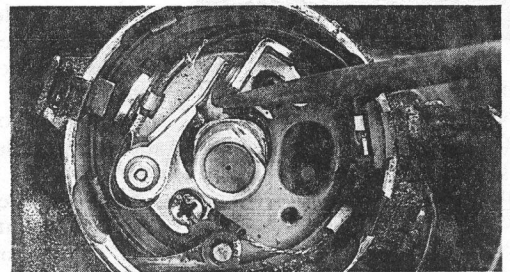
This means that on more recent classics with negative-earth electrics you must connect the meter's red (positive) lead to the distributor or coil, and the black (negative) lead to earth. On older cars with positive-earth systems the red lead goes to earth and the black lead to the distributor or coil.

If the meter is of the 

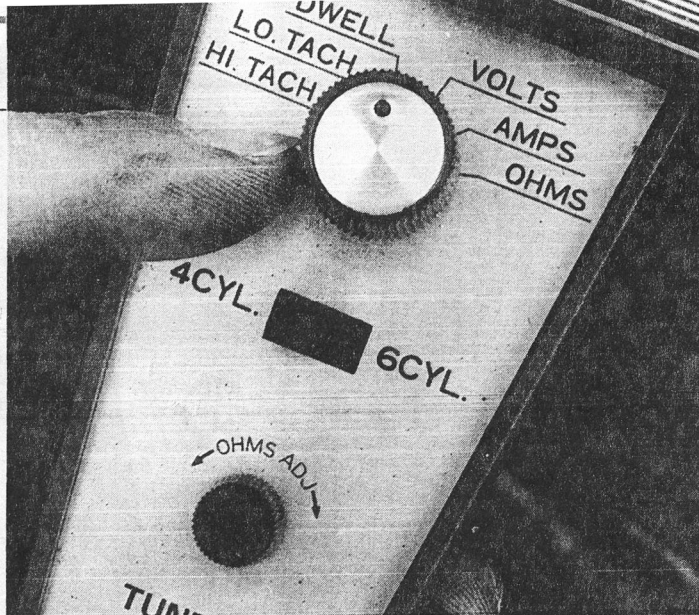


Set gap to roughly the right figure with a feeler gauge

**A tiny quantity of high-melting-point grease is vital to prevent wear of operating heel**



**Modern contactless electronic distributors (left) have no dwell angle to set, just timing**



**Switch multi-function meter to the one required (above). Note switch for four and six-cylinders. Connect one meter lead to earth; other to terminal on distributor**

multi-function variety then simply switch it to the one required, fire up the engine and look at the needle. If it fails to respond, check that you really have selected the correct function and then, particularly if you've hooked up to that CB terminal on the coil rather than the terminal on the distributor, that it too is correctly wired.

### MEASURING THE DWELL ANGLE

If you have just fitted new contact-breaker points you'll need to set them to roughly the right gap so that you can get the engine running and make an initial check with your dwell meter. Either use a conventional feeler gauge or, depending on your experience, do it by eye — but either way don't forget to apply a thin smear of high-melting-point grease to the cam to prevent rapid wear of the operating heel.

Connect the dwell meter, start the engine, and let it settle down to a smooth idle. (You may need to let it warm up for

a few minutes if it was stoncold.) If it won't idle then find out why and rectify the problem(s) before you proceed any further. The dwell meter should give a steady reading at idle. If it doesn't, simply increase the idle speed very slightly until it does so.

If at this stage the reading (either in degrees or per cent) is too high, then the contact-breaker gap is too small. If the reading is too low then the gap is too wide. Before you switch off the engine to adjust the gap, however, you can use the meter to find out a little more about the condition of the distributor.

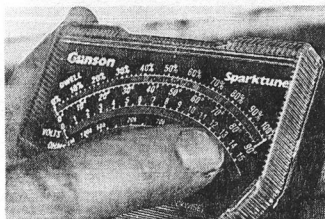
Slowly increase the engine speed to about 1000rpm and then let it drop back to idle again. The reading on your meter should ideally remain about the same, with no more than about two or three degrees of movement either way.

Next increase the engine speed quickly to about 1500rpm and again let it drop back to idle. Again the reading on the meter should remain more or

## Dwell meters available

We looked at a range of test meters — virtually all of which incorporate dwell and tachometer functions — in the March issue of *YOUR CLASSIC*. We found Gunson's Sparktune and Sparktest very good value (about £20 and £50 respectively), with the £60 Sykes-Pickavant Engine Analyser a fairly clear winner — and one or two cheap and poorly packaged foreign units simply not worth bothering with.

Halfords and other good accessory shops offer a wide range of these very good and useful units.



**Dwell in degrees or per cent**

less the same, and again there should be no more than a couple of degrees of movement either up or down. (If the car has no tachometer of its own you'll need either a separate diagnostic unit like the dwell meter itself or, if your meter is of the multi-function variety, temporarily to switch it to 'tacho' so that you can roughly judge the speed by the engine note once you've switched back to 'dwell'.)

Carry out these tests about three times each so that you can take an average of the readings for a more accurate picture. If the reading on the dwell meter constantly fluctuates more than two or three degrees then it's more than likely that the distributor-shaft bearings or contact-breaker baseplate are worn, or perhaps that the cam itself is damaged or worn unevenly.

### ADJUSTING THE GAP

To adjust the contact-breaker gap, switch off the engine and remove the distributor cap.

Next turn the engine so that the operating heel of the contact-breaker is resting against the very peak of one of the cam lobes, either by putting the car in gear and carefully rolling it forwards or, preferably, by placing a suitable spanner over the crankshaft-pulley bolt. (Don't try the 'rolling' method unless your work area is absolutely flat.) It is important, however, that you turn the engine only in its normal direction of rotation to eliminate any free play in the distributor drive mechanism.

Loosen the contact breaker fixing(s) very slightly and, using the screwdriver slot usually provided for the purpose, carefully lever the 'fixed' half of the contact set away from or nearer to the moving one as required. A feeler gauge of the required thickness (usually about 0.015 inch/0.38mm) will be of some assistance if you've not tackled the job before. Reduce the gap to increase the dwell angle if the reading was too low; increase it to reduce a reading that was previously too high.

Tighten the contact-breaker fixing screws, refit the distributor cap and start the engine. If the dwell meter reading is still not correct then switch off again and reset the gap, continuing the procedure until you obtain a satisfactory reading. If you can't get it right make sure that the correct type of contact breaker has been installed. Alternatively the fault may be a worn contact-breaker operating heel or pivot, or even a weak tension spring, in which case the contact breakers should be renewed as a set. Make doubly sure, too, that there is no excessive sideways movement in the distributor shaft because of worn bearings. This will play havoc with the dwell angle.

## Next month

We will take a look at a relatively straight-forward device, one which is often misused: the timing light. We'll give you a step by step guide on how to use it and how to get your car's timing spot on.



# Sorting Your Strombergs

by Stephen P. Conway

**T**his past winter, I was drafted to fine tune and tie up all the loose ends on a '69 E-Type. The tuning problem, I was told, was related to the carburetors, but beyond that I was on my own. This E-Type had been assembled from boxes of parts and two separate cars, and the carburetors were no exception.

The first thing I noticed was that the car would not start up very well from cold. As it warmed up and I eased the choke in, the engine actually ran better, and the idle speed increased instead of the reverse. But the really annoying part was I could not get the chokes to fully close. No matter how I adjusted the cables in relation to the choke cam, I

the problem, I thought. But I also checked my TR6, and it had no return springs fitted. So how did the chokes return?

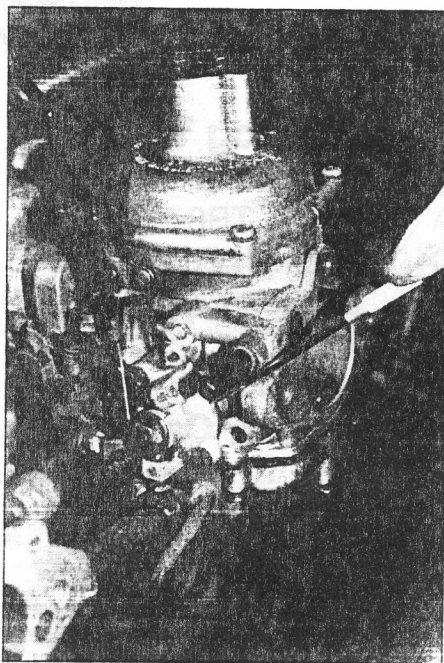
It seems obvious to me now, but I never noticed it before—the cable was different! My TR6 has a stiff-rod cable to operate the chokes. Both the TR250 and this E-Type had the standard braided cable that was not as stiff, hence the fitting of the return springs (Photos 5).

At that point, I was just going to replace the E-Type chokes with some old Triumph GT6 chokes I had on hand, when I noticed one last detail. A letter is stamped on the flat of each choke body. The TR chokes had "B" or "AB" stamped on them. The

carb and "C" on the rear. Don't ask me why.

To the best of my knowledge, this letter should signal the mixture strength of the choke: "A" would be richer than "B", etc. I have *The Complete Zenith Stromberg CD Carburetor* manual, and there is no reference information on the chokes fitted for each different car model. The later MGBs and other cars, which run Strombergs fitted with water chokes, have a reference for the choke needles. The setup of these later chokes is completely different from the mechanical ones described here, and are equally challenging to work with.

I would suggest, if you are in doubt about the selection of your chokes, check your letters against another car of the same year and type that starts and runs fine...and watch out for those differences in cable types and return springs. □

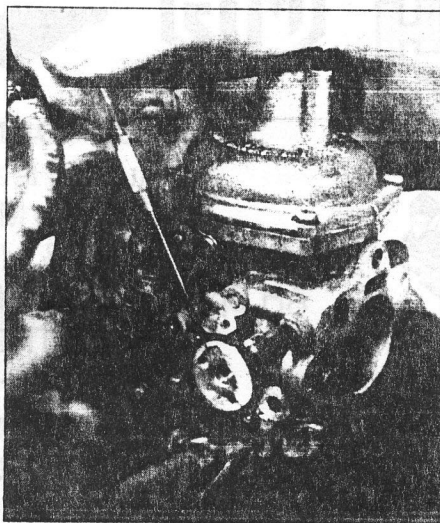


**PHOTO 1**  
Location of choke body on carburetor. Air cleaners are removed for access.

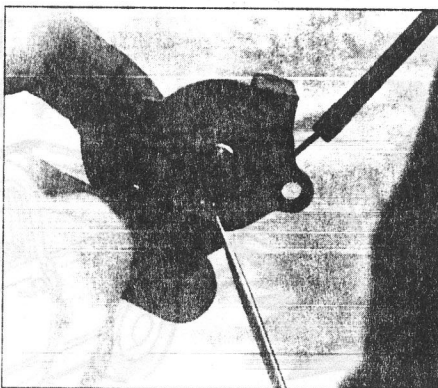
always had to push the cam home with my finger.

I eventually removed the choke bodies from the carbs to see if there was a clog in the choke passages, which would make the engine hard to start (see Photos 1, 2, and 3). Here I noticed the first problem. The actual choke dial was installed 180 degrees out of position. This mistake is easy to make if you remove the nut on the outside of the body to clean the choke dial without noting exactly how it came apart (Photo 4). So, with this E-Type, the mixture holes were never aligning with the choke passage on the carb body *except* when it was fully closed. Simply assembling the choke in proper alignment cured the hard starting.

The next thing I noticed was that there was no voluntary return action of the choke. I knew I had never had any problems getting the chokes to close on my two Triumphs, so I decided to compare. The chokes on the TR250 had a return spring installed; there was an obvious solution to



**PHOTO 2**  
Pointer shows choke passage to venturi, which can get clogged.

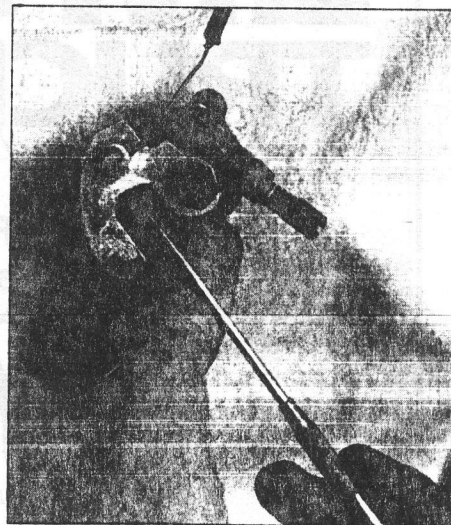


**PHOTO 3**  
Actual choke orifices. Holes increase in size as mixture strength needs to increase. These, too, must be clear of debris.

chokes for the E-Type had a "C" and an "A" marked on them. I immediately assumed the chokes were not matched properly. However, I looked at two Jaguar sedans that had Strombergs fitted, and they both had "A" and "C" chokes: "A" on the front



**PHOTO 4**  
Nut can be removed to separate choke dial from choke case. Note 'stiff rod' type of cable and lack of return spring on choke body. Choke is designated "AB" off a '74 TR6.



**PHOTO 5**  
Note "B" designation choke. Note also the choke cable is braided instead of solid and return spring is visible behind nut.

# LONG MOTOR CORPORATION

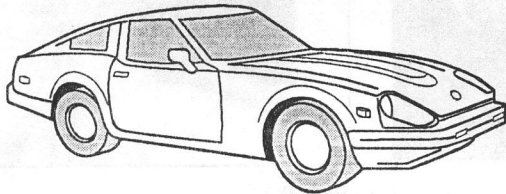
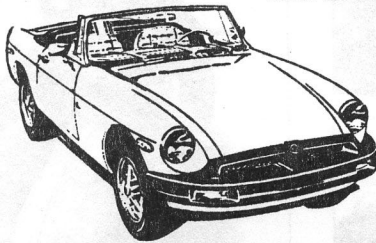
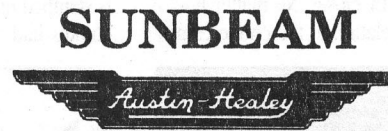
Long Motor Corporation supplies parts for British and Japanese sports cars under the name Victoria British Ltd. and parts for Chevrolet Pickup Trucks under the name LMC Truck.

Our catalogs can help you make your car or truck complete. Thousands of OEM and reproduction parts plus accessories give you that personal touch.

Takes the guess work out of product availability and costs. No searching through price sheets! Our low selling price is on the same page as the part you need.

**Quality Parts & Accessories • Great Prices • Easy Ordering**

**VICTORIA  
BRITISH  
LTD**



**Call For Your Free Catalog Today!**

Austin Healey	Triumph TR6
MGA	TR7 & TR8
MGB & MGC	Triumph Spitfire & GT6
AH Sprite & MG Midget	Sunbeam Alpine & Tiger
TR2, 3, 4, 4A, 250	
Datsun Z-ZX	Mazda RX7

**Order Toll Free - All USA & Canada  
For Your Convenience - 7 Days A Week  
1-800-255-0088**

**24 Hour Worldwide Fax 1-913-599-3299**

# LMC TRUCK

## **Chevrolet Truck**

<b>1/2 Ton</b>	<b>1947-1972</b>
<b>3/4 Ton</b>	<b>1973-1987</b>



**Truck Freight  
to Canada  
Now Available**



**Right Part ... Right Price ... Right Now!**

**"Keep'em On The Road"™**

**Box 14991 / Lenexa, Kansas 66285-4991**

**1-800-255-0088**

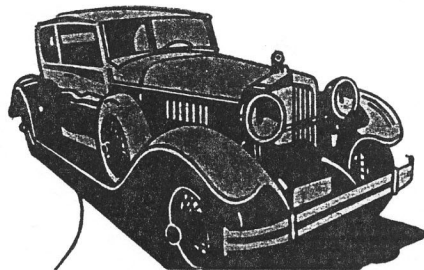


## What is the Silver Wheel Plan™?

The Silver Wheel Plan™ is specifically designed to fill the insurance needs of Antique, Classic and Special Interest car owners. The features include:

- Plan is available for non-modified vehicles in two Categories:
  - \* ANTIQUE & CLASSIC – 25 Years and over
  - \* SPECIAL INTEREST – 15 to 24 Years Old
- Policy is written on a valued form (No Depreciation)
- The coverage is for twelve months
- Special discounts for owners of more than one vehicle
- Coverage available for Canadian Residents only
- Coverage applies in both Canada and the U.S.A.
- \* No Claims Bonus – 5% per year – 15% Maximum
- \* Inflation Protection included
- \* Automatic coverage up to \$25,000.00 on newly acquired and replacement vehicles (Silver Wheel to be notified within 30 days).
- Fast Professional Claims service and more!
- 10 years driving experience required.
- \* *Special benefits available ONLY through Lant & Co.'s Silver Wheel Plan*

Coverage underwritten by Constitution Insurance Company of Canada



5055 2. 92-790



## What will a Silver Wheel Plan™ full coverage cost you?

Check the chart below for some sample premium costs. The coverages included are:

- Third Party Liability – \$1,000,000, including Bodily Injury, Property Damage, Accident Benefits and Family Protection Endorsement.
  - Collision deductible – \$100.
  - Comprehensive deductible – \$25.
- If you require Optional No-Fault Accident Benefits please contact our Office.

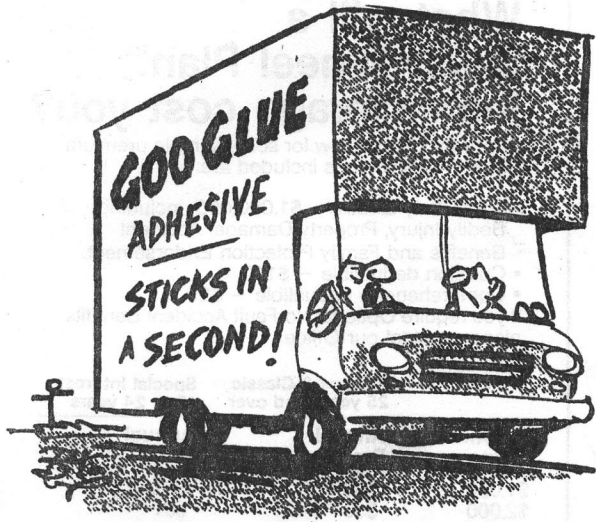
Amount to be insured	Antique & Classic 25 years and over	Special Interest 15 to 24 years
	Annual Premium	Annual Premium
\$1,000	\$50	\$67
\$2,000	\$50	\$81
\$3,000	\$55	\$95
\$4,000	\$62	\$109
\$5,000	\$69	\$123
\$6,000	\$76	\$137
\$7,000	\$83	\$151
\$8,000	\$90	\$165
\$9,000	\$97	\$179
\$10,000	\$104	\$193
\$11,000	\$111	\$207
\$12,000	\$118	\$221
\$13,000	\$125	\$235
\$14,000	\$132	\$249
\$15,000	\$139	\$263
\$16,000	\$146	\$277
\$17,000	\$153	\$291
\$18,000	\$160	\$305
\$19,000	\$167	\$319
\$20,000	\$174	\$333
\$21,000	\$181	\$347
\$22,000	\$188	\$361
\$23,000	\$195	\$375
\$24,000	\$202	\$389
\$25,000	\$209	\$403

Please give us a call for a quotation on higher valued vehicles

Underwritten by

**Constitution**  
Insurance Company  
**of Canada**

Please detach and return



"It's stuck in second"



"Could you hypnotise my wife in to NOT wanting a £2,500 car?"



**OTTAWA VALLEY TRIUMPH CLUB**  
95 Chippewa Avenue  
Nepean, Ontario K2G 1Y3

Constitution  
of Canada

