



## OTTAWA VALLEY TRIUMPH CLUB (OVTC) JANUARY-FEBRUARY 1992 NEWSLETTER

### 1. MEMBERSHIP REPORT

The January and February meetings saw the following new members join the ranks of the OVTC;

|                |                  |                      |
|----------------|------------------|----------------------|
| Colin McCallum | Barry's Bay, Ont | 1970 TR6             |
| Sean Gilmore   | Manotick, Ont    | 1961 TR3B            |
| Mike Crawford  | Nepean, Ont      | looking for TR6      |
| Stuart Dyer    | Kingston, Ont    | '62 Daimler SP250    |
|                |                  | '72 Austin 1800 MkII |
| Wayne Annany   | Nepean, Ont      | 1976 TR6             |

This brings our total to 75 Regular and 2 Corporate Members. As you can see we have lost about 12 members through non-renewal! If your label shows a renewal date of Dec 91, Jan 92 or Feb 92, then this is your last newsletter. If your renewal date is earlier than that then you aren't getting this newsletter!! If you are one of the rare members who does not want to renew then I would really appreciate your calling me and telling me why.

We also had an interesting renewal, Ron MacDonald - Spitfire, one of the original 1989 members is back in the area and has rejoined the club. We managed to resurrect his old membership number.

### 2. BIG NEWS

New and renewal membership fees have been increased to \$30.00/year for Regular Members and \$60.00/year for Corporate Members. This increase is due mostly to the sad (read negative) balance in our account, the increased costs in mailing the newsletter and the desire to have some "seed money" for purchases of Golf-shirts, patches etc.... This increase takes effect 1 March 1992.

At the same time we voted for paid advertising in the newsletter for Corporate Members and for outside advertisers. The rates will be \$10.00/page for Corporate and \$12.00/page for non-members. This rate will be pro-rated for smaller size insertions. As always classified ads for members are at no charge. These charges go into effect with the next issue.

### 3. CHRISTMAS - THE PARTY !

Jane and Juliano Benco checked their insurance policy and disregarding professional advice, hosted the OVTC Winter Bash. FOOD and other essentials were contributed by all to provide a feast approved of by even the most sophisticated attendees,

although Peter Ustinov declined his invitation on the grounds of the lack of a comprehensive caviar course.

Prizes were contributed, including but not limited to one of the unique panoramic pictures of the Classic, by Hugh Henderson. Protection money was solicited for a raffle and with scrupulous discretion and honesty the draws were conducted. VP Steve Challinar won the Photo and his Navigator Carla won the Classic Video tape donated by Martin Harasek.

All in all, a good time was had by all and those who missed it should seriously consider planning more carefully next year.

Thanks to our host and hostess!

#### 4. JANUARY MEETING

The theme for this mid-winter meeting was "Tartin' up your Triumph" and the speakers included Malcolm "You-can-chrome-ANYTHING" Brown, Doc Mills, Terry Dale and, briefly, Juliano Benco. Thanks to these prosaic members we were treated to in-depth discussions on the benefits of cold zinc treatments and dip-on rubber coatings. Malcolm bragged about a small screw he had years ago and Terry showed us a product that turns black vinyl (i.e. fake black leather) to brown vinyl (i.e. fake brown leather). Brian Mills brought in some items from the Prez's project car and discussed wiring, paints and other products and showed off a beautiful TR4 dash that Juliano had refinished. All in all the speakers introduced the membership to new and useful products for which we are all grateful.

#### 5. FEBRUARY MEETING

One could be forgiven for thinking that the chosen topic, car insurance, would be a dry topic. However one of our guest speakers, Joe Ha of Trigon Insurance Brokers, gave us a valuable, lively and comprehensive (pun intended) talk about the perils of specialty car insurance. To summarize for those members who could not attend;

##### **Get an appraisal.**

The point could not have been driven home (pun intended) with greater conviction. Without a valid, acceptable, current appraisal, the hapless owner of a damaged or written-off specialty car cannot hope to collect on the value of the car. Note that I use the term specialty car, this is because of conflicting acceptance by different underwriters of the terms Antique, Classic, Modern Classic, Milestone Car, etc...

Other points that were made included ensuring that clause 19 of your insurance policy (which allows for payment up to a predetermined amount), be substituted with Clause 19A (which guarantees a settlement amount). To get this clause, the underwriter will insist on an appraisal. Find out from your insurance company which appraisers are acceptable to them and if you disagree with the value placed on your car by that appraiser you have the right to get a second opinion.

Keep your appraisal current. An annual or bi-annual appraisal will

ensure that your coverage is adequate. As appraisals will cost between \$50.00 and \$100.00 this may be a small price to pay for peace of mind. Lastly, for those of us who store our cars for the winter, Joe suggested not reducing the coverage. Many of us opt to buy comprehensive-only policies and are not covered for collision. However, in the case of a hit-and-run against your car, you are not covered unless you can identify and collect from the other person. Joe was followed by Ed Theoret of Acme Automobile Appraisals of Ottawa. Ed covered, in depth, all the aspects of specialty car appraisals as performed by him. Ed's standard charge for an appraisal is \$65.00 but he has extended an offer to OVTC members of \$50.00 per appraisal. As Ed takes about 2 hours inspecting the car, includes 2 Polaroid photographs and does extensive research, this is indeed a fine offer.

## 6. CALENDAR

### MAY

The Toronto Triumph Club Can-Am experience will take place from May 22-24 at Simcoe, Ont. As soon as we have more information, we will pass it on to you.

Carlisle Import and Kit Car show is scheduled for May 22-24 (this is a conflict with Can-Am). This year the door prize is a Porsche Kit Car.

### JUNE

The Ottawa Import Sports Car show will be held at the Manotick Arena, Manotick, Ont., on the 28th June. The Club will once again have a display area and we will be looking for volunteers to man the booth. We also need suggestions on a theme, on which cars to display and on how to decorate the booth area. Last year the Morgan club won the Peoples Choice award with the OVTC coming second. This year lets WIN!!

*"She poised above me looking lean and beautiful in the soft evening light. Hardly daring to breathe I inched my way under her magnificent body...I reached a trembling hand towards one of her nipples and gently caressed the rounded tip...with a convulsive jerk I lunged forward and began pumping furiously into her. I only managed four or five more strokes before collapsing on the floor exhausted. Looking up I saw to my delight the thick glutinous oozing that indicated once again that her trunnions had been thoroughly greased and that the dreaded 3000 mile service had been completed to our mutual satisfaction.*

*AGH Breckall, Slice (Reliant, Sabre and Scimitar Owners' Club)*

*May-June 1991*

## JULY

British Columbia Triumph Registry, July 24-26, Abbotsford, B.C. for information call Clive at home (820-7350) for a copy of the registration form.

## AUGUST

Seventh Annual Canadian Classic. July 31, Aug 1 & 2. This is the premiere event for Triumphs in central Canada. This year the Classic will be hosted in Barrie, Ont and is being organised by TTC member Don Jackson. Remember the disappoint the OVTC experienced last year because of the lack of early registrations, do everyone a favour - if you plan on going, register NOW!!! (see registration form at the back of this newsletter)

Roadster Factory Summer Party, as in 1991 this event follows the Classic by a week. Aug 7 & 8 in Armagh, PA. Dave Huddleson attended last year and in addition to winning one of the driving events, claimed to have enjoyed himself.

## SEPTEMBER

British Invasion, Stowe. VT. This year the event will take place over three days (Sept 18 - 20). A lot of Ottawa area British cars journeyed south of the border for this event last Fall. Bring your woolies. For registration info call Clive.

## **7. NEWS**

1st Anniversary congrats to OVTC members John and Evelyn Carr, their publication "Sporting Classics" has survived, even blossomed, in these days of recessionary restraint. So far they have managed to produce a high quality automotive magazine and they have done it on schedule!! For those of you who do not subscribe to this publication you can do so by sending \$20.00 (\$33.00 for 2 years), plus GST, to Sporting Classics, PO Box 160, Manotick, Ont, K4M 1A3.

Dave Huddleson has taken over responsibility for Membership. Henceforth all communication re: joining, renewals etc.. can be directed to Dave. Thanks Dave.

## **8. SPECIAL EVENTS**

With Spring soon approaching, tops down and the feel of the road beneath our cars is on many of our minds. This year I hope to bring you a wider area of Summer activities for the club.

With this in mind the OVTC will be meeting with other British Car clubs in early March so that, as a combined force we can bring a fun summer of rallies, tours and picnics etc...

Prior to the next meeting I would appreciate your input, as club members, of what activities you would like to see put together this year.

Please contact Juliano Benco, 727-8113, between 7:30 - 9:30PM with your suggestions

Come on gang, pitch in, let's make it the best FUN summer.

The Candycane Man



## 9. MOTORSPORT CLUB

The Motorsport Club of Ottawa is holding its annual Racing School again this year on May 2nd & 3rd, at Sanair International Raceway on the road circuit. This is a comprehensive session combining classroom sessions with lots of track time. There are a maximum of 18 students with 5 instructors. The chief instructor is Terry Dale. The course is designed to improve driving skills to an extremely high level appropriate to the individual. While structured to the student's use of his own everyday driver (roll bars in open cars) this course results in his receiving a basic competition racing licence from the Canadian Auto Sports Clubs.

Cost is a low \$300.00 per student plus membership in the Motorsport Club of Ottawa. For more information call Terry at 224-6913.

Terry Dale

## 10. SPECIAL COMMITTEE

Steve Rudnicki has volunteered to head-up a committee of two or three (members to be solicited) to look into formalising our club. This would include a charter, election methods, terms of office, budgeting, procedures and more. The intent is not to turn the club into a debating society, but rather to give the executive some guidelines in directing the club. Steve will contact similar clubs in the hope that we do not have to re-invent the wheel.

## 11. RESOURCE LIST

Brian Mills will have the final draft of the Resource List available shortly. This list will be made available to all members and will be an invaluable aid. We will also make it available to other local clubs.

## 12. SUBMISSIONS

The following are submissions from the membership at large. We always appreciate getting articles, cartoons, technical tips, opinions and insights from our members...

... And now a word from our sponsors.

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# Lucas Wiring Logic

by **Ross Sorci**

What do a 53 Elan, a Europa Special, an Elite and a Triumph Stag all have in common? They all use the same logic in the wiring of their respective electrical systems. In spite of being the butt of numerous warm beer and Prince of Darkness jokes, "wiring logic" is not an oxymoron when it comes to Lucas. Long ago, the company standardized the colors it uses for the electrical wiring in all British cars, so that, say, a purple wire with a black stripe or a green wire with a red stripe each is connected to the same system, regardless of the manufacturer or make of car.

With few exceptions, the electrical system of a motor vehicle can be considered as a series of circuits, each consisting of the component, its switch, and feed, switch and ground wires. The principle of feed, switch and ground is the basis for the Lucas color scheme system.

circuit instead of the feed side, are usually indicated by the use of a black tracer.

Nowadays, the British Standards Institute (BSI) maintains the official color code documentation. It is identified as British Standard BS-AU7, and it is available directly from BSI for a price (£38.00) if you really want to get your hands on it. To save you all that trouble however the important part of the standard is listed in the accompanying table.

There are nine main cable colors used in the system. Brown is associated with battery and charging circuits and is always hot. Blue is associated with headlamp circuits. White is the base color for ignition circuits and is hot with the ignition on. Green is used for auxiliary systems such as the fuel gauge the wipers and the turn indicators and is also hot with the ignition on. Purple wires are used for circuits not normally controlled by the ignition switch such as the horns and the interior lights and is always hot. Red is used for side lamp and tail lamp circuits as well as fog lamps, panel lamps and other lumps required only when the panel lamps are in use. Yellow is used in overdrive circuits (N/A in a Lotus). Slate is the base color for window lift circuits. And black is always ground.

The color code and designation table is all you really need to troubleshoot the electrical system of your car - even if you don't have the wiring diagram! Tack it up on your garage wall and it will probably serve you as well as the less-than-accurate electrical system diagrams supplied by Lotus in the workshop manuals.

For the enlightened merchant this color code system can make life a bit easier when troubleshooting electrical

Feed wires carry a main (solid) color only. Switch wires have the main color of the feed, along with a color stripe (tracer). Ground is always black. And components that are switched or controlled on the ground side of the

system gremlins and rebuilding or restoring electrical components. By the same token a failure to maintain color code scheme when doing maintenance will the benefits of the system and will probably make miserable for the next person who attempts to repair car. Finding the correct-color wire may be a little than going down to your local "Uninterested I Motors" and buying anything they have but it is a way from such suppliers as Bean and others and this "correct" way to repair and maintain your classic Lotus.

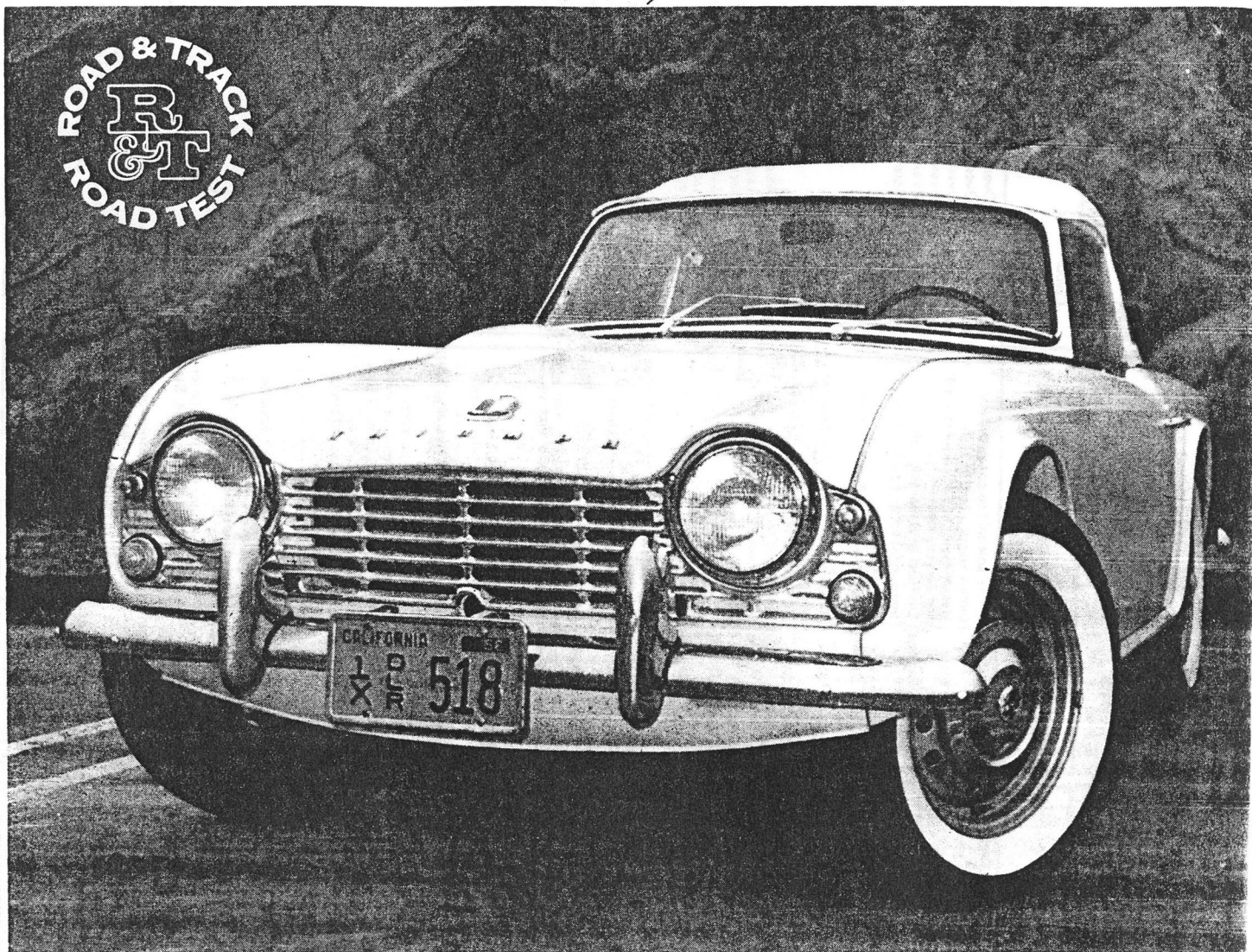
*(Reprinted from Remarque, the Lotus Newsletter.)*

# Wiring Color Code & Destination Table

| Colour |             | Destination   |  | Colour |             | Destination  |  | Colour      |             | Destination  |  | Colour |        | Destination                 |  |
|--------|-------------|---|--|--------|-------------|--|--|-------------|-------------|--|--|--------|--------|-----------------------------|--|
| Main   | Tracer      |   |  | Main   | Tracer      |  |  | Main        | Tracer      |  |  | Main   | Tracer |                             |  |
| Brown  | Blue        | Main battery feed   |  | Blue   | Orange      | Side and tail lamp feed  |  | Green       | Pink        | Choke solenoid to choke switch (when fused)  |  | Yellow | Brown  | Overdrive                   |  |
| Brown  | Red         | Control box (compensated voltage control only) to ignition and lighting switch (feed)   |  | Red    | Brown       | Variable intensity panel lights (when used in addition to normal panel lights)                   |  | Green       | Slate       | Heater motor to switch (or to fast) (on 2-speed motor)   |  | Yellow | Blue   | Overdrive                   |  |
| Brown  | Red         | Compression ignition starting aid to switch. Main battery feed to double pole ignition switch (a.c. a.l. system)  |  | Red    | Blue        | Map light switch to map light  |  | Green       | Orange      | Low fuel level warning light   |  | Yellow | Yellow | Overdrive                   |  |
| Brown  | Purple      | Alternator regulator feed   |  | Red    | Purple      | Lighting switch to side and tail lamp fuse (when fused)  |  | Light Green | Brown       | Instrument voltage stabilizer to instruments   |  | Yellow | Green  | Overdrive                   |  |
| Brown  | Green       | Dynamo 'F' to control box 'F'; Alternator field 'F' to control box 'F'  |  | Red    | Light Green | Screenwiper motor to switch  |  | Green       | Blue        | Flasher switch to flasher unit 'L'   |  | Yellow | White  | Screenwiper motor to switch |  |
| Brown  | Light Green | Screenwiper motor to switch   |  | Red    | White       | Panel light switch to panel lights   |  | Light Green | Red         | Flasher switch to left-hand flasher warning light  |  | Yellow | Black  |                             |  |
| Brown  | White       | Ammeter to control box. Ammeter to main alternator terminal   |  | Red    | Black       | Fog lamp switch to fog lamp  |  | Green       | Purple      | Fuel tank changeover switch to right-hand tank unit  |  | Black  | Slate  |                             |  |
| Brown  | Yellow      | Dynamo 'D' to control box 'D' and ignition warning light, and ignitor neutral point   |  | Red    | Pink        | Parking switch to left-hand side lamp  |  | Light Green | Green       | Flasher unit 'F' to flasher warning light  |  | Black  | Orange |                             |  |
| Brown  | Black       | Alternator warning light, negative side   |  | Purple | Slate       | Parking light switch to right-hand sidelamp  |  | Light Green | White       | Flasher switch to right-hand flasher warning light   |  | Black  | Blue   |                             |  |
| Brown  | Pink        | Lighting switch (head) to dipper switch   |  | Purple | Orange      | Accessories fused direct from battery  |  | Light Green | Yellow      | Screen jet switch to screen jet motor  |  | Black  | Red    |                             |  |
| Brown  | Slate       | Dipper switch to headlamp dip beam. Headlamp dip beam fuse to right-hand headlamp (when independently fused)  |  | Purple | Brown       | Horn fuse to horn relay (when horn is fused separately)  |  | Light Green | Black       | Flasher unit 'L' to emergency switch (simultaneous flashing)                                       |  | Black  | Purple |                             |  |
| Blue   | Orange      | Screenwiper motor to switch   |  | Purple | Blue        | Boot light switch to boot light  |  | Light Green | Pink        | Fuel tank changeover switch to left-hand tank unit   |  | Black  | White  |                             |  |
| Blue   | Red         | Dipper switch to headlamp dip beam. Headlamp dip beam fuse to right-hand headlamp (when independently fused)  |  | Purple | Red         | Interior light to switch (subsidiary circuit — door safety lights to switch)                     |  | Light Green | Slate       | Ignition control circuit (unfused) (ignition switch to ballast resistor) or gauge                  |  | Black  | Yellow |                             |  |
| Blue   | Green       | Screenwiper motor to switch   |  | Purple | Light Green | Horn or horn relay to horn push  |  | White       | Orange      | Choke switch to choke solenoid (unfused). Rear heater fuse unit to switch. Electronic ignition TAC |  | Black  | Pink   |                             |  |
| Blue   | White       | Dipper switch to headlamp main beam (subsidiary circuit — headlamp flasher relay to headlamp).  |  | Purple | White       | Aerial lift motor to switch UP   |  | White       | Brown       | Solenoid starter switch to starter push or inhibitor switch  |  | Black  | Slate  |                             |  |
| Blue   | Green       | Headlamp main beam fuse to right-hand headlamp (when independently fused). Headlamp main beam fuse to outboard headlamps (when outboard headlamps independently fused). |  | Purple | Black       | Accessories fused via ignition switch (subsidiary circuit fuse A4 to hazard switch (terminal 6)) |  | White       | Blue        | Fuel pump No. 1 or right-hand to change-over switch  |  | Black  | Orange |                             |  |
| Blue   | White       | Dipper switch to main beam warning light  |  | Purple | Pink        | Reverse lamp to switch   |  | White       | White       | Water temperature gauge to temperature unit  |  | Black  | Black  |                             |  |
| Blue   | Yellow      | Long range driving switch to lamp.  |  | Purple | Slate       | Left-hand flasher lamps  |  | White       | White       | Stop lamps to stop lamp switch   |  | Black  | Orange |                             |  |
| Blue   | Black       | Headlamp dip beam fuse to left-hand headlamp (when independently fused)   |  | Purple | Orange      | Water temperature unit   |  | White       | Green       | Hazard flasher unit to hazard pilot lamp   |  | Black  | Yellow |                             |  |
| Blue   | Pink        | Headlamp main beam fuse to left-hand headlamp or inboard headlamps (when independently fused)   |  | Purple | Green       | Right-hand flasher lamps   |  | White       | Light Green | Heater motor to switch, single speed for 'slow' on two-speed motor)                                |  | Black  | Green  |                             |  |
| Blue   | Slate       | Headlamp main beam fuse to left-hand headlamp or inboard headlamps (when independently fused)   |  | Purple | Purple      | Heater motor to switch, single speed for 'slow' on two-speed motor)                              |  | White       | Yellow      | Fuel pump No. 2 or left-hand to change-over switch   |  | Black  | White  |                             |  |
|        |             |   |  | Purple | Light Green | Hazard flasher unit to hazard pilot lamp   |  | White       | White       | Screenwiper motor to switch  |  | Black  | Black  |                             |  |
|        |             |   |  | Purple | White       | Right-hand flasher lamps   |  | White       | White       | Starter inhibitor switch to starter push. Ballast resistor to coil. Starter solenoid to coil       |  | Black  | Orange |                             |  |
|        |             |   |  | Purple | Yellow      | Heater motor to switch, single speed for 'slow' on two-speed motor)                              |  | White       | Black       | Ignition coil CB to distributor contact breaker. Rear heated window to switch or fuse TAC          |  | Black  | White  |                             |  |
|        |             |   |  | Purple | Black       | Fuel pump No. 1 or right-hand to change-over switch  |  | White       | Pink        | Radio from ignition switch   |  | Black  | White  |                             |  |
|        |             |   |  | Purple | White       | Hazard flasher unit to hazard pilot lamp   |  | White       | Slate       | Tachometer to ignition coil  |  | Black  | Black  |                             |  |
|        |             |   |  | Purple | Yellow      | Fuel pump No. 2 or left-hand to change-over switch   |  | White       | Orange      | Hazard warning lead (to switch) Overdrive  |  | Black  | Orange |                             |  |

BS-AU7 Colour Code for vehicle wiring is reproduced by permission of the British Standards Institution, 2 Park Street, London W1A 2BS, from whom copies of the standard may be obtained.





# TR-4

*A resounding triumph for STI*

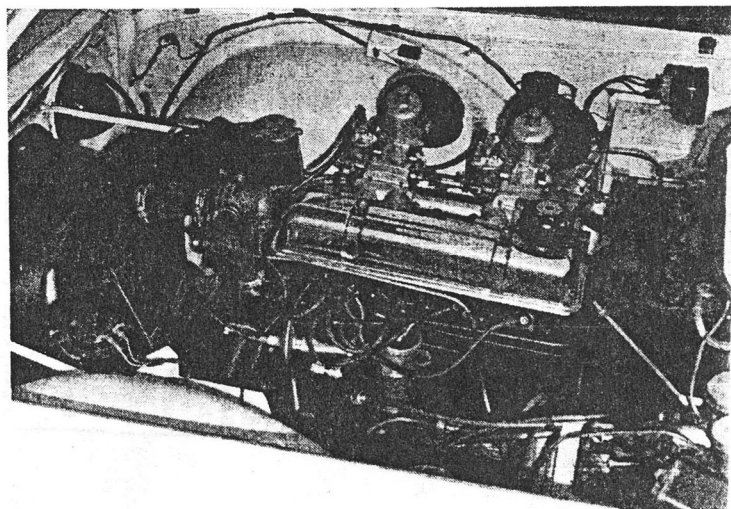


FOR NEARLY A DECADE, the Standard-Triumph Company has been manufacturing its TR-series sports cars and, of course, has sold them in substantial numbers. The reason for the success of these cars is obvious; they have offered a good performance package at a moderate price. But, it has all been done without departing materially from the TR-2 introduced in 1953 and (the VW success story notwithstanding) no company can offer the public the same thing, year after year, without suffering some consequences.

The TR-4 is being billed as a new car, but its chassis and major mechanical elements are substantially identical to those of previous TR-series automobiles. The frame has been stiffened slightly but is still a pair of rails with a central, reinforcing X-member. The suspension remains the same, with unequal-length A-arms and coil springs at the front and a traditional live axle clamped to a pair of leaf springs at the rear. The shock-damper settings are supposedly lighter than on the TR-3, but they are by no

means soft, even yet. There is a small change in the tread, which has been increased by 4 in. in front and 3 at the rear.

Only the steering has been altered appreciably. The TR-3's cam-and-lever steering box, with 3-piece track rod, has been replaced with a rack-and-pinion system. Because the rack-and-pinion steering gear transmits road shock, undiminished, into the steering column, great pains



have been taken to eliminate this shock before it gets to the steering wheel. To this purpose, the U-joints in the angled column are made of thick rubber and these absorb all but the worst of the jolts and vibrations.

The new steering is very light—almost “dead” in fact—and it is certainly direct, but the steering action is twitchy, every little nudge of the wheel producing a disproportionate change in direction. To the car’s credit, it should be said that the effect was noticeable mostly at low speeds; the steering action at 70 mph was all that one could ask.

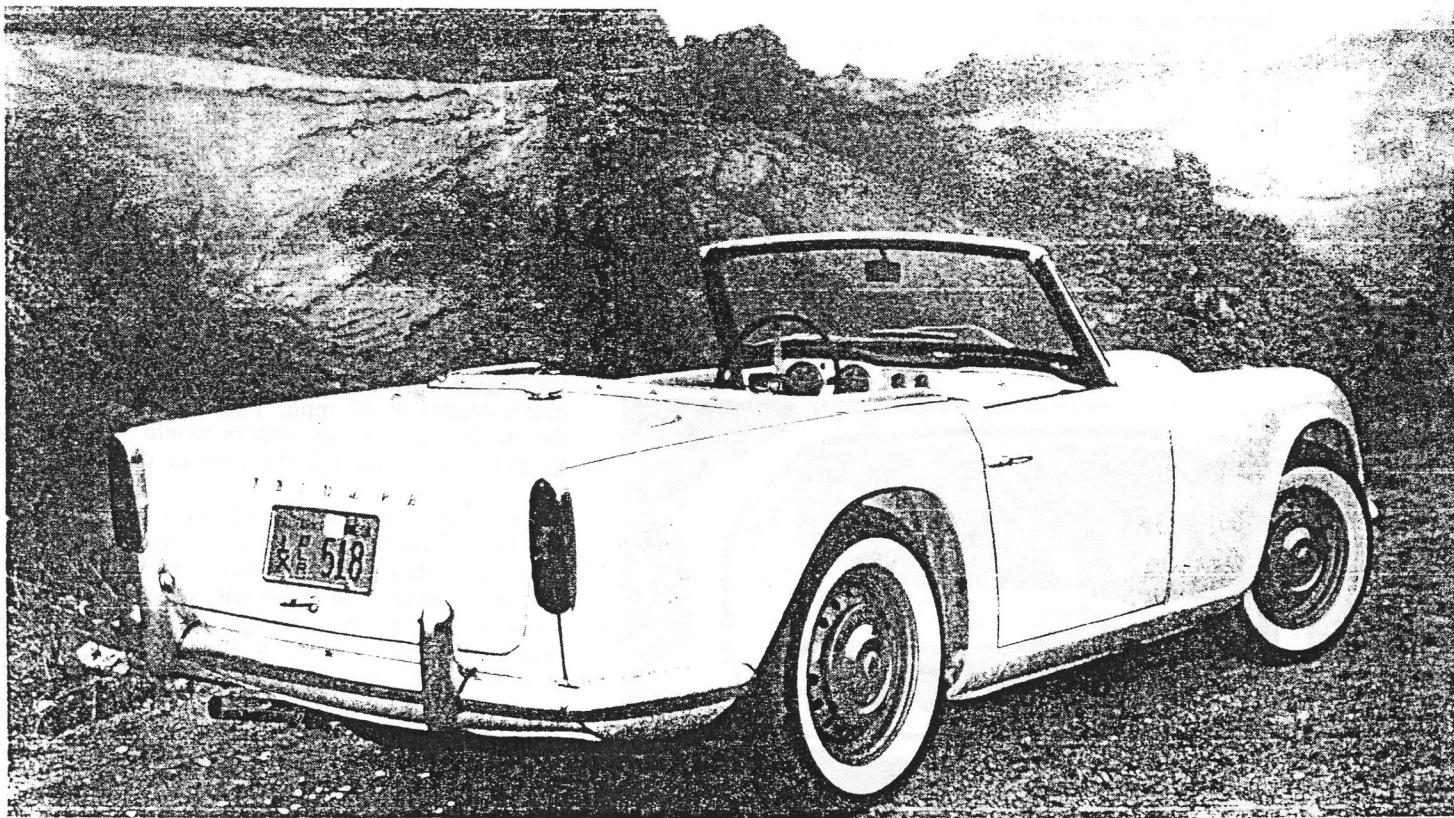
The engine used in the TR-4 is the same reliable and somewhat noisy unit found in the TR-3. The bore size has been increased, bringing the displacement up from 1991 to 2138 cc. The compression ratio has been raised, too, and the ignition advance curve has been changed to meet the new requirements. This is the extent of the changes and for those who wish, for whatever reason, to hold the engine size under the 2-liter limit, the 3.27-in.-bore cylinders (which give 1991-cc displacement) are available on special order. The TR-4’s engine is very flexible, but it is also somewhat harsh and rough-running—a “feature” not uncommon in high-output fours.

The transmission is, like most of the car, a re-work of what was used in the TR-3. However, in this instance the component in question has been upgraded so drastically that it can be considered new. Synchromesh for 1st gear is the change that will get most of the attention, but there is also an important revision in the 1st gear ratio. In the previous transmission, the 1st reduction was 3.38 and this is now 3.14—not much change, but it makes an important and very useful difference while plunging along through traffic. In addition to these changes, there is now a lock-out device on the reverse-gear slot. To get into reverse, one must pull up on the lever, which lifts the locking collar free of a stop.

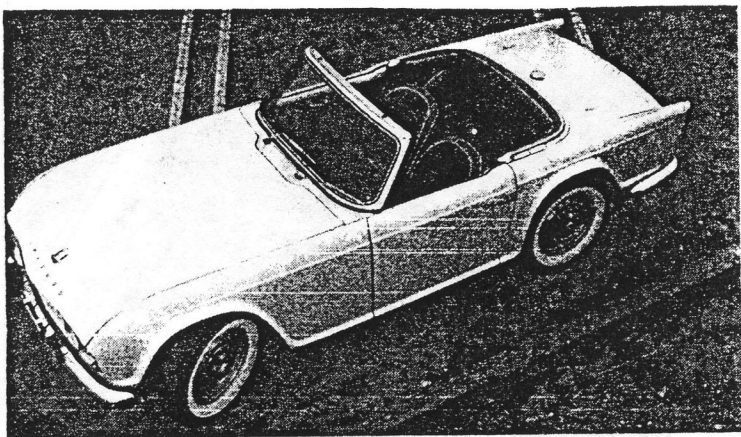
Overdrive is available in the TR-4 (with 4.1 axle gearing) but our test car had the straight 4-speed transmission and 3.7 axle ratio. Unless the potential buyer is an absolute fiend for ultra high-speed cruising, we suggest the



latter arrangement, as it permits steady 80-mph running with little strain on the engine. Of course, the overdrive would give slightly better fuel economy. (continued)







## TR-4 *continued*

In the area of bodywork, there is no doubt that the TR-4 is all new. The shape was styled, we are told, by the Italian, Michelotti, and, though the body is rather attractive in some respects, it fails badly in others. It is an improvement over the blunt and businesslike TR-3 (the TR-3 is continued; by the way) but the prototype car Standard-Triumph itself produced for Le Mans a couple of years ago (R&T, Nov. 1960, page 52) comes off better.

On strictly practical grounds, there is no disputing the worth of the new bodywork. The car's squared-off stern provides the space for a relatively large luggage locker and a couple of much-needed inches of width have been added to the interior. The coming of true civilization was most apparent in the provision of roll-up side windows. Naturally, the side window arrangement has eliminated the cutaway door, and some hard-core enthusiasts will object to that. Nevertheless, most people do not really care for that cold-wind-on-the-kidneys effect and will consider the new doors, with or without sliding windows, a definite improvement.

Our enthusiasm for the side windows was largely dissipated in the struggle that ensued the first time we attempted to erect the top. This top is weather-tight, has large windows and offers good vision astern but, by actual count, there were no less than 29 snap fasteners, a pair of hooks and a long metal slide—all of which must be worked in proper sequence before the top-bows are locked up into place. Time spent in "drill" would make the job reasonably quick, but it does seem that there is room for improvement in the basic system.

Inside the car, we did find several things that contribute a lot to creature comfort. The major controls are well

positioned, with the steering wheel at arm's length and the stubby shift lever convenient to the hand. The pedals were somewhat closer together than many will like them, but the relative positions of brake and accelerator are such that heel-and-toe shifting comes easily.

There is a very complete heating/ventilating system. A heater, which delivers warmed air from outside the car, has an electric blower to stir the air around when the car is going slowly—and there is a push/pull control to direct the blast toward the windshield, at one's feet, or a combination of both. To complement the heating system, there is fresh, cool air delivered from a pair of vents located at the ends of the dash. Knobs set into these vents adjust butterfly valves to regulate the amount and direction of air admitted.

The instrumentation in the TR-4 is wonderful—no colored lights in place of gauges, just real dials and needles, all easy to read. Unhappily, the same was not entirely true of the control knobs. These had coded markings to indicate their function and a quick look was sufficient to tell which one should be selected. However, when driving one does not always get to take a quick look, and the knobs were sprinkled about in such a helter-skelter fashion that some mistakes were built in.

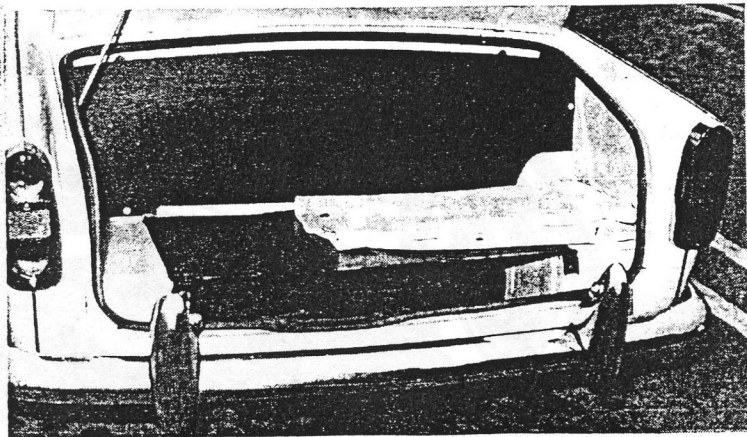
The seating arrangement was basically good. In addition to the 2 regular seats, there is a small bench at the rear that would be the very thing for a family of 2 sports-car-inclined adults and a single small child. Plenty of leg room (in front) has been allowed for, and the whole picture would be beautiful were it not for the rather peculiar contouring of the main seats. Opinion on these seats was just about evenly divided; for some they were quite comfortable, for others too vertical and not shaped to fit the back. One thing seems clear though: if you happen to be a good fit in them, they're great.

Service accessibility was excellent. The engine bay is large and the components requiring periodic service are easily reached. The only negative comment we have concerns the battery, which in any car often dribbles acid and is, in this case, mounted above and behind the engine, where it is likely to be affected by excessive heat. The fact that this is where batteries are usually mounted in sports cars is scant justification for its being there.

In driving, we discovered the same mixture of good points and pure aggravation that characterizes the rest of the automobile. Starting was always quick, warm-up was rapid, and the heating/cooling system worked to perfection. Handling proved to be quite good: extremely stable and forgiving, but with an unfortunate tendency to dance and skitter to the outside whenever a bumpy corner was negotiated with any vigor. The gear ratios are now all but perfectly matched to the rest of the car and the TR-4 pounds along the road in a very determined manner.

At any speed, but particularly when accelerating hard, the engine noise is a bit harsh and an unfortunate resonance occurs at 60 mph. This appears to be caused by the muffler and some owners would probably prefer a quieter system, though the present decibel level is definitely very "sporting."

Our staff never reached unanimity of opinion regarding the TR-4. Some thought it was very worthwhile despite its obvious shortcomings—others were not convinced. If past experience with Triumphs can be counted on, the TR-4 should be a very reliable car, and it is an enjoyable vehicle to drive. The TR-4 offers excellent performance at a moderate initial cost and a sporting driver would search for a long time to beat the combination. And, in spite of our criticisms of the car "we don't think the improvements are as great as should have been made," we think Standard-Triumph has a real winner here, if production can keep up with demand.



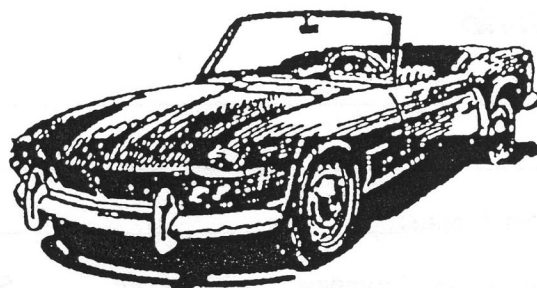
The

# Old Car Factory

OVTC Corporate Member

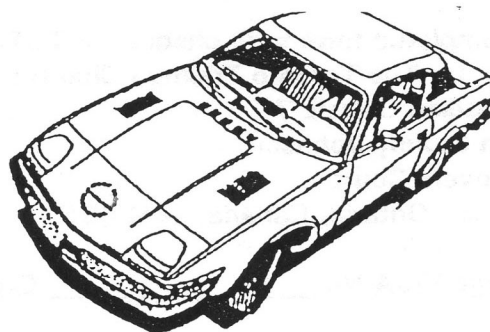
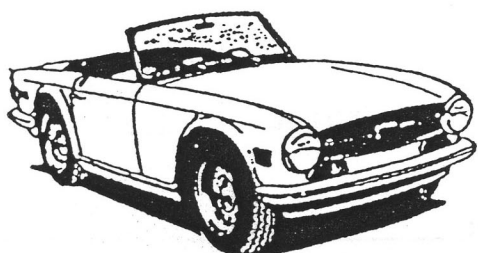
24 Bentley Ave. Nepean, Ont

PH - (613) 224-6913  
FAX -



## WINTER SPECIALS FOR OVTC MEMBERS ONLY

|                                       | Reg      | Special |
|---------------------------------------|----------|---------|
| Spitfire, TR6, TR7, TR8 TIE ROD ENDS  | 19.99    | 14.99   |
| Spitfire, TR6, UPPER BALL JOINT       | 34.99    | 25.99   |
| Spitfire, TR6, TR7 VALVE COVER GASKET | 8.99     | 5.99    |
| Spitfire, TR6, TR7, TR8 OIL FILTER    | 8.99     | 5.99    |
| Spitfire, TR6, TR7, TR8 BRAKE PADS    | 32.99    | 25.99   |
| Spitfire 1500 FRONT BRAKE ROTOR       | 46.99    | 32.99   |
| TR6 FRONT BRAKE ROTOR                 | 49.99    | 39.99   |
| TR7 FRONT BRAKE ROTOR                 | 89.99    | 74.99   |
| Spitfire, TR6 3-PIECE CLUTCH KIT      | 169.99   | 149.99  |
| LUCAS RECTANGULAR DRIVING LIGHT KIT   | 149.99   | 120.00  |
| LAP & SHOULDER-STYLE SEAT BELTS       | IN STOCK |         |



We have lots of new Triumph parts in stock at very competitive prices. Our prices are the same as you pay Peninsula, Obsolete, Brits'n Pieces or the Roadster Factory - OR BETTER! Also WE pay the shipping, make sure you are ordering the correct parts AND provide free advice. We also have an extensive inventory of used parts for Spitfire, TR6, TR7 and TR8. Please give us a call and let us help you! We provide experienced and expert mechanical repair with licenced mechanics, including safety inspections and insurance appraisals.

Don't forget, we can look after your "everyday driver" too! Domestic or imported, we can do them all !

**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),<br>Gym Kana, rally, Honda Tour,<br>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<br>payable to: The Toronto Triumph Club to:<br>Canadian Classic 7<br>Don & Judy Johnson<br>6 Lovers Court<br>Barrie, Ontario, Canada, L4M 4S6 | Awards Banquet: \$26.00 each       |         |         | _____ |
|   | 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: \_\_\_\_\_



**ZURICH INSURANCE COMPANY**  
**ANTIQUE AND MODERN CLASSIC AUTOMOBILE QUESTIONNAIRE**  
(ATTACH TO FULLY COMPLETED AUTO APPLICATION)

NAME OF APPLICANT \_\_\_\_\_ POLICY NO. \_\_\_\_\_

MEMBER OF CAR CLUB? \_\_\_\_\_ IF "YES", GIVE NAME \_\_\_\_\_

Antiques and Modern Classics are vehicles of historic value which due to age and/or scarcity may be regarded as collector's items. Special rates apply on the understanding that the vehicles are unchanged or unmodified from the original manufacturers' product and that the road use will be limited as outlined in the Applicant's signed statement below.

An Antique must be at least 25 years old.

A Modern Classic must be from 15 to 24 years old.

**CONDITION DEFINITIONS — USE THE APPROPRIATE CODE (A,B,C,D, OR E) TO DESCRIBE PRESENT CONDITION.**

- A — EXCELLENT: restored to current professional standards of quality in every area, or perfect original with all components operating and appearing as new.
- B — FINE: well restored or a combination of superior restoration and excellent original or an extremely well maintained original showing very minimal wear.
- C — VERY GOOD: completely operable original or older restoration showing wear or amateur restoration. Presentable inside or out. Also combinations of well done restoration and good operable components or partially restored with all parts necessary to complete including New Old Stock (NOS) parts.
- D — GOOD: a driveable vehicle needing only minor or no work to be functional or a deteriorated restoration or a poor amateur restoration. All components may need restoration to be "EXCELLENT" but are useable as is.
- E — RESTORABLE: needs complete restoration of body, chassis and interior. May or may not run but is not weathered, wrecked or stripped to the point of being useful only for parts salvage.

**ACCEPTABLE VALUES**

Each automobile must be insured 100% to current value and a copy of a recent appraisal provided. The appraisal must be completed by an independent expert or authorized dealer or restorer specializing in this class of vehicle. A coloured photograph is also required.

**AUTOMOBILE INFORMATION**

| YEAR, MAKE AND MODEL                     |   | PURCHASE DATE               | PURCHASE PRICE      | CURRENT VALUE<br>CANADIAN FUNDS                               | PRESENT CONDITION   |          |         |   |   |  |
|--|---|-----------------------------|---------------------|---|---------------------|----------|---------|---|---|--|
|  |   |                             |                     |   | A                   | B        | C       | D | E |  |
| 1  |   |                             |                     |   |                     |          |         |   |   |  |
| 2  |   |                             |                     |   |                     |          |         |   |   |  |
| VALUE CONFIRMED BY                       |   | ESTIMATED<br>ANNUAL MILEAGE | ODOMETER<br>READING | IF UNRESTORED, WHO WILL<br>COMPLETE RESTORATION?              |                     |          |         |   |   |  |
| 1  |   |                             |                     |   |                     |          |         |   |   |  |
| 2  |   |                             |                     |   |                     |          |         |   |   |  |
| ESTIMATED RESTORATION<br>COMPLETION DATE | DESCRIBE CHANGES TO DRIVE TRAIN AND ORIGINAL APPEARANCE |                             |                     |   | AUTO LICENSE PLATES |          |         |   |   |  |
|  |   |                             |                     |   | NONE                | HISTORIC | REGULAR |   |   |  |
| 1  |   |                             |                     |   |                     |          |         |   |   |  |
| 2  |   |                             |                     |   |                     |          |         |   |   |  |
| LOCATION OF GARAGE                       |   |                             |                     | CONSTRUCTION OF GARAGE<br>(BRICK, FRAME, FIRE RESISTIVE ETC.) |                     |          |         |   |   |  |
| 1  |   |                             |                     |   |                     |          |         |   |   |  |
| 2  |   |                             |                     |   |                     |          |         |   |   |  |

**APPLICANTS STATEMENT**

The automobile described on this questionnaire will be used and maintained for hobby purposes, parades, exhibitions, car club activities and similar functions of public interest and not for regular transportation.

AGENT/BROKER \_\_\_\_\_ APPLICANT \_\_\_\_\_ DATE \_\_\_\_\_