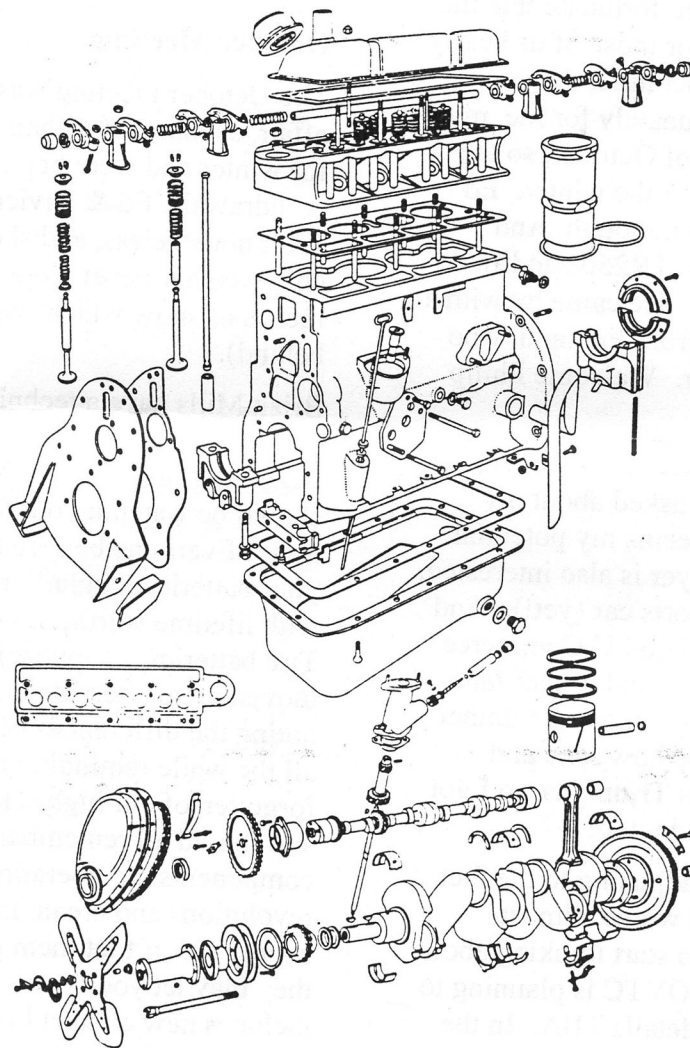




# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November, 1998



Let's have a look, shall we?

- **!!! Location for Upcoming Meeting – See Inside !!!**
- **Partscaritis – is there a cure?**
- **Plus much more!!**

Cover: *Here's an exploded (pardon the pun) diagram of a TR3 engine – looks simple enough when shown like that, eh?*

**IMPORTANT!! Location of Nov. Meeting:**

The November meeting will be held at the **CentrepoinTE Restaurant** (1433 Woodroffe Ave., at Meadowlands Drive, just south of Algonquin College and Baseline Road), with the usual starting time of 7:30 p.m.

**Message from the President:**

Well, as I write this we are fortunate that the snow is holding off and for those of us hearty enough to brave the temperature, the car season continues. Unfortunately for me, my plates expired at the end of October, so the GT6 has been put away for the winter. Ed still has the TR4 on the go, though. And Peter Hurst was out in his TR250/Modified V8 at the end of October. He came by with a friend who was visiting from England, who is now our latest member. Welcome Philip Lotan to the OVTC!

Small world stuff: I went to a job interview a few weeks ago, and was asked about my interest in sports cars. Seems my potential (by now, current) employer is also interested, though doesn't own a sports car (yet!). And here I was out at the Carleton U Commerce Society Business Banquet, and I meet Jane Benco's new boss sitting at the same dinner table. He was telling me how Jane and Juliano have his and hers Triumphs, so I got to tell him that Ed and I do, too!

I'm having a hard time adjusting to the fact that it is November, and worse, almost Christmas time. Time to start thinking about Christmas parties. The OVTC is planning to have its annual party – details TBA. In the meantime, our next meeting will be at the CentrepoinTE Restaurant/Pub, as described elsewhere in the newsletter. We'll be able to drown our sorrows about having to put our cars away for the winter. See y'all there!

**Guest Speaker for November meeting:**

Our guest speaker for this month's meeting will be Glen Robinson. Many of you who were at Richmond will remember Glen as the vendor with the huge collection of magazines and other items for sale. Glen will in fact be speaking on the subject of automotive memorabilia, or automobilia (Triumph in particular). Glen will be talking about his interest/business, and how it relates to Triumphs. Glen will also have some of his Triumph merchandise for sale at the meeting, so bring along a few extra coppers!

**October Meeting:**

The October meeting was a more 'downbeat' affair, as many of us had our cars put away for winter and were beginning to suffer withdrawals. Ed & Vivien showed up in the TR4, nonetheless, and showed us a bit of cold weather never stops a TR (only several inches of snow which will be not too far behind).

Brian Mills gave a technical talk on that wonderful world of British electrics, beginning first with the battery and what we should be watching out for as we put our cars away. Everyone be sure to trickle-charge your batteries regularly now (except those with lifetime warranties on their Canadian Tire batteries, I suppose). From there, Brian moved on to alternators and generators, noting the differences between the two, and all the while reminding us how much we'd forgotten of our high school physics class! We should all remember that these components are operating under high revolutions and create large amounts of energy – don't let them go unattended, or they may let you down. Minor servicing includes new contact brushes and a new bushing for the commutator. One point often overlooked, especially on the early cars, was that there was a hole which permitted oiling of this point to reduce wear. Check your manuals closely, and don't ignore the small

points, would be the message of the day.  
Thanks again, Brian!

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### Partscaritis – is there a cure? (by J. Day)

This article is to warn British sports car owners of a potentially serious psychological disorder that can quickly overtake a person. It has no visible symptoms, but once contracted can leave a person, sometimes an entire household, feeling weak and disoriented. The name of this disorder is 'Partscaritis' (pronounced parts-car-it is). It is also referred to as PCI.

The first sign that you may be contracting PCI is when you find yourself checking classifieds, AutoTraders, and other sources of used vehicles and parts. You are not sure exactly why you are doing this, but you feel you do not want to miss a possible 'steal'. Given that British cars are increasingly rare, no longer produced (in many cases), and are often collected by similar-minded people, this has the effect that you feel if you don't seize an opportunity, someone else surely will.

Another symptom is that feeling of vulnerability when a component on your own car fails and you don't have a spare available to fix it quickly. New parts are sometimes hard or even impossible to get, and are usually quite expensive (especially for Canadians currently suffering a low exchange value). This leads to the desire to maintain a stock of spare parts for 'emergencies'. It often starts out small, with

the usual consumables like fan belts, points, rotor, condenser, etc., but can quickly escalate to brake shoes & pads, then to less-common but expensive items like overdrive solenoids, gauges, and so on.

One sure sign of advanced PCI is the move to bigger parts and the inclusion of body panels and even rolling chassis. Granted, these are expensive items (especially when shipping is considered), but often PCI has clouded the logical justification for obtaining these pieces. If one's own British car is solid and rust-free, there should be no need for acquiring these awkward items. There must be some other cause. This is where the different strains of PCI appear.



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PCI has several different strains, all related but with their own unique characteristics. For instance, there is 'rainy day' PCI, where one saves up parts with the assumption that those parts will likely be used on one's own car. Another strain is 'financial' PCI, in which acquired parts are seen as a valuable resource, similar to holding gold bullion. The person knows that someone 'out there' is

looking for that particular part and is willing to pay dearly for it. The trick is to find that person!

Another strain is the dreaded 'round to-it' variety: the person has a bunch of parts, enough to assemble a complete car, but just has to get "round to it". This may in fact be the most prevalent form of PCI - haven't we all heard of these people? This is often where legends like the 'Ferrari in a barn' come from. Certainly the motoring magazines are full of them: an example is the D-type Jaguar which recently surfaced after 30 years in a Connecticut garage - it sold for over \$1 million U.S. at auction, and still had the dirt on it! Sufferers of PCI often regard their own collections as such, feeling that they have a tidy sum sitting in that pile of bits. Perhaps they do, but is it as much as they perceive it to be? PCI often tends to distort a person's view of reality. Just as an anorexic may always see themselves as fat, a person with PCI sees no rust on the used quarter-panel or sees years of life left in a bald crossply tire.

PCI needs a location to incubate and fester, just like insect larvae. This is often the garage! The garage of a British car owner is not the usual sort of garage one might expect. There are often boxes and boxes of labeled (or even unlabeled) parts of various other now-deceased autos. The axiom 'size is everything' extends to garage space, also! The amount of junk that can be accumulated often depends on the available floor and shelf space. The collections of many PCI sufferers are kept in check by their physical environment, like goldfish in a small aquarium. Provide each with more space, and they tend to grow (and grow, and grow...).

That essentially covers the disorder itself. As far as treatment is concerned, many PCI victims often outgrow their ailment; others are able to keep it in check. There are others, however, who have to have outside (often

spousal) assistance to rid themselves of PCI. PCI is a psychological disorder, but it does have a certain fear of death, and a low pain tolerance! For those of you out there who recognize yourselves in this article - Good Luck - and happy motoring!

*(John Day was diagnosed with PCI shortly after purchasing a TR3A parts car that also included some TR2 parts. Lori reports that John is doing much better, under her watchful eye!)*

### **Volume 2 of Piggott book now out:**

Bill Piggott's second volume in his 'original' series is now in print. I have received my copy (as I did the first volume) from the jet-setting Lashley family - this time it was Joe who was returning from a visit with son Steve in England, as Doreen returned with Volume 1 last time.

Once again, the amount of detail is enormous, and the pictures are as superb as ever. These two books are the pinnacle of detail on the evolution of the TR series from 2 to 6. The book does put a lot of attention on the distinction between the home market cars and the 'federalised' cars sold in North America, which is important for us who wish to know more details of our own cars. While it is interesting to know something about Petrol Injection, it is no more than a curiosity for us on this side of the pond. Bill has dealt with the North American market in sufficient detail, including the TR250, for us all to relate to.

### **New Canadian Classic Car Show on TV:**

Just by chance, I came across a classic car show on one of the new stations available, Prime (ch. 54 on cable). It's called Road Classics, and what struck me at first was the familiar location on the episode I saw. It was coming from Bronte Creek, and was filmed at this year's British Car Day. Jane Benco said she was watching it and believed she saw Ed Kaye in the background as a Bentley owner was being interviewed about his car. The show is on Wednesdays at 8:30 a.m. and



7:30 p.m., and at 5:30 a.m. on Thursdays.  
Their Website is located at  
[www.gpitr.com/roadclassics](http://www.gpitr.com/roadclassics).

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### **Pilot and Co-pilot - the Haraseks:**

In the biggest British car merger since British Leyland, Martin Harasek and Andrea Fortin were married on October 31, 1998 in Metcalfe, Ontario. All aspects of the wedding day ran as smooth as a straight-six engine, and the happy couple are now off to a roaring start. The weather for the day was perfect – so much so that I was expecting to see Julio’s 3A parked outside the church (he did think of it!). Martin’s family took the ‘long distance’ award as his parents and several other relatives came over from Austria for the event.

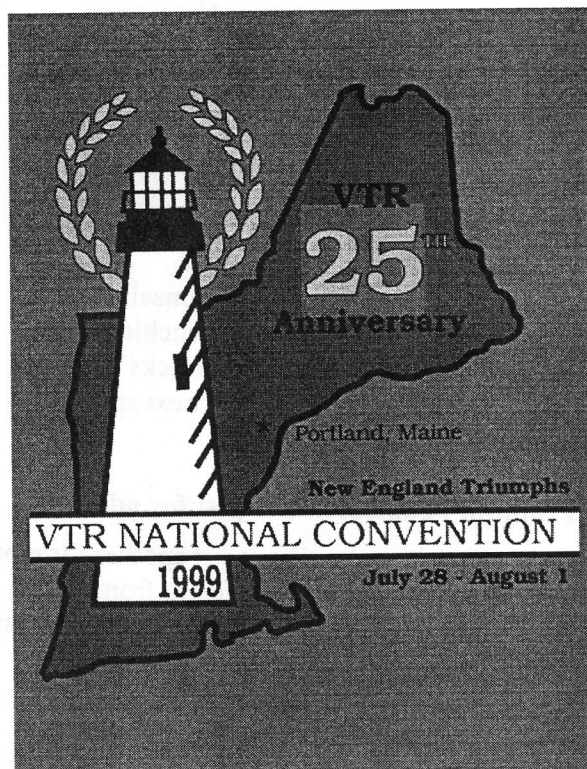
In keeping with the occasion, a Halloween reception was held that evening. Guests from the OVTC were the Days, Bencos, Mills’s, and Doreen Lashley (Joe being in England at the time). In typical OVTC tradition, “a good time was had by all”, and misters Benco & Day even won a prize for their costumes (an F1 driver and a mechanic, respectively).

Our congratulations Martin & Andrea, and to the Harasek and Fortin families as well. All parents want more for their children than they themselves had – Len & Debi must then be pleased as punch that Andrea is now part of a Triumph household!

Q - what do you call an MG with twin exhausts?

A - a wheelbarrow!

### **VTR 25<sup>th</sup> Anniversary in Maine for 1999:**



The Vintage Triumph Register is having their 25<sup>th</sup> Anniversary in Portland, Maine next year. Hopefully the Loonie will have improved between now and then, so a few of us might think about attending and seeing a lot of nice cars (and take in some fresh lobster!

### **Oil Drips – the OVTC Gossip Column:**

Yes, that’s right! OVTC’s answer to the Lewinsky scandal is back (actually, it helps fill out the newsletter!). This is where various club member goings-on and activities get reported. Don’t be surprised if you see your name below!

- Rumour has it that Brian ‘Doc’ Mills will be soon commencing work on a TR of his own, after years of working on other people’s cars (most recently Roly’s spitfire). Brian intends on rebuilding the 1966 TR4A that he and Pat bought brand new (and in true Brian fashion, never got rid of). We’ll be watching this development closely.
- The Bencos and Hennessy’s, brave souls all, tackled the scenic Cabot Trail last

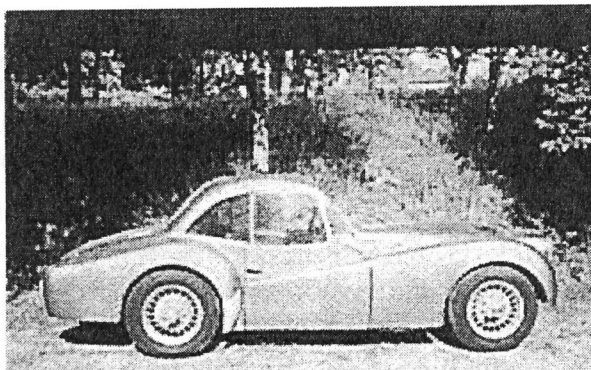
month in their TR3A's, and made the trip without major incident or breakdown.

- John Day has nearly sorted out his garage after buying yet another parts car – this time being the TR3A that was recently in the Citizen. Lori will be relieved that she can in fact park the Chrysler inside this winter after all!
- Mike Graham has bought himself a TR6, so he is in the process of switching camps from the 'wedgies' to the 'bricks'. Look forward to seeing you in it next spring!

### Triumph Pedalcars - not just for adults!

Some of our members have yet another form of automotive illness, quite different from 'partscaritis'. These people, Julio and Jeff most prominently, have scale model cars on their minds quite often. Believe it or not, but there is almost no limit to what can be collected, and how much money is spent, in the area of scale model cars, including Triumphs. One sample comes from the pages of the TR Register magazine, TR Action (and bear in mind that the exchange on Sterling is roughly \$2.50 at the moment!)

### Classified:



TR2 coupé could be for sale (from 'Classic and Sportscar' Nov '98):

Dirk Libeert has a very interesting Triumph TR2 for sale in Belgium - a Francorchamps coupé that he first owned 23 years ago. The

Triumph is one of 22 cars built at Nessonvaux in Belgium by Imperia, best known for its pre-war cars.

The well-made coupé top has a full-length Perspex roof, and overdrive: "To see the car almost unchanged in its very original condition after all these years, really took me back to those years when we enjoyed playing with our 'inexpensive' little sports cars," says Dirk. But somebody else could soon be enjoying this Triumph as Dirk may let it go. He invites sensible offers on 00 32 9361 2489; fax: 00 32 9361 3061.

- 1975 TR6. 76k miles. Off road since 1989 with electrical problem. Includes factory hard top, shop manuals and custom dustcover. Partially disassembled last year. Requires some body work. Asking \$1,800. Call John Nash @ 820-9409.

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### Stop The Presses:

Steve Bourne contacted me at the 11<sup>th</sup> hour to invite all OVTC members out to the Bourne residence in Carleton Place this Saturday, the 21<sup>st</sup>, at 1 o'clock to watch the Santa Claus parade and then back to the house (92 Munro Street) for refreshments. Hope you can make it, TR or not!!

### Next Month:

- OVTC Xmas Party – details TBA!
- More on the TR3A pedalcars.
- More 'Oil Drips'.

# Triumph TR Pedal Cars, 1960 - 1980

Mike Hughes

At this time of year most children are looking forward to Christmas and hoping that Santa will bring them what they have asked for, whether it be a Man. Utd football shirt or a Spice Girl doll.

Back in the 60's and 70's if your parents owned a TR then you might be lucky enough to have your own TR pedal car for Christmas as three models were produced at various times in this period.

## TR3 Junior

In 1960 Standard Triumph commissioned a firm called Coventry Laminates to produce a half-scale replica of the TR3A which would be sold as a children's pedal car through their network of dealers. About 100 were made and sold at a price of £48 7s 6d (which was a lot of money back in 1960), and the little car even appeared on the Standard Triumph stand at the Earls Court Motor Show in 1960. Standard Triumph even provided a miniature transporter to carry them round the country. The body was made of fibreglass bonded to a plywood frame and featured a separate subframe with coil spring front suspension, the drive to the back axle being via a vee belt. It was available in several colours and had separate bucket seats, single aeroscreen and a full complement of instruments exactly like the TR3A, together with working headlights and a horn.

I acquired mine from a collector in Leamington Spa and am in the process of restoring it with the help of Peter Hunt (son of the designer David Hunt), who is making some of the missing parts. If you were at the International Weekend this year you would have seen it exhibited in its "racing trim". I have only been able to trace a handful of survivors despite its rust-free construction, which is surprising given that it was an expensive toy in 1960 and something that you would have expected any child to have cherished. I am sure there must be several more hiding away in attics or garages, their owners not realising their worth or desirability.

## TR4

In 1964 Triang, who had been producing pedal cars since the early 1900's, bought out a TR4 which sold in large quantities and cost only a few pounds. It was available in either heavy gauge pressed steel or moulded plastic on a steel box section chassis frame with a plastic steering wheel and a vinyl upholstered seat. It was about one third of the size of a TR4 and featured a pressed tin dummy radiator grille, inset working headlights with dummy side-lights, a Perspex windscreen and front and rear bumpers. Steel spoked wire wheels were fitted with treaded rubber pneumatic tyres. Several colours were available including British Racing Green.

Arnie Lowe (a South African TR Register member) bought his example from TR Shop in London in poor condition and has completely renovated it.

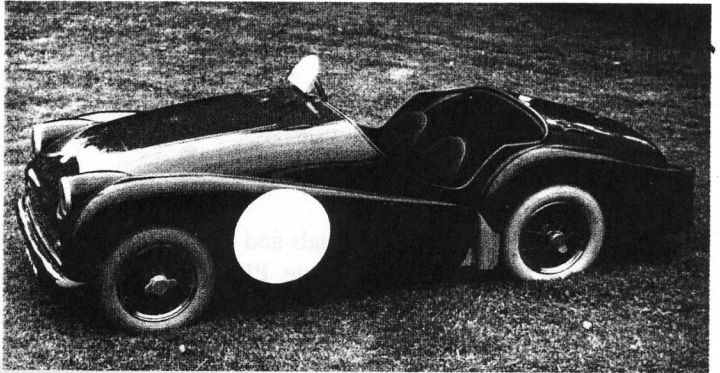
In view of the relatively large quantities produced, there must be quite a few survivors, in fact TR Shop have another one for sale if anyone is interested.

## TR7

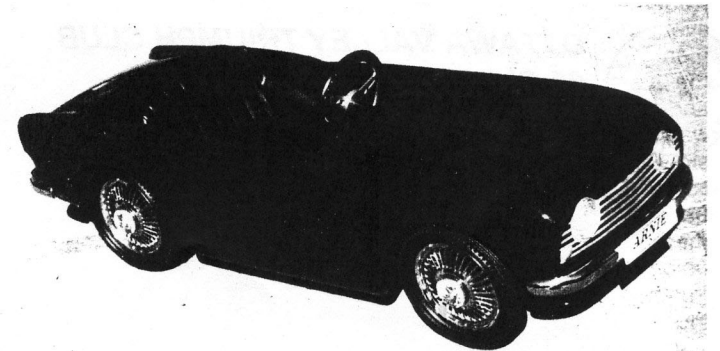
In 1979 a pedal car manufacturer from Malvern, Hamilton Brookes, decided to make a two-fifths scale TR7 pedal car to add to the Morgans that they were producing. The body was made of moulded plastic incorporating louvers and simulated pop-up headlights and black moulded plastic bumpers front and rear. It featured a tartan cloth seat, sports steering wheel and a Perspex windscreen. It also had battery-powered headlights (set beneath

the bumpers) and rear lights and an electrically powered horn. Well-modelled plastic wheels were fitted with pneumatic treaded rubber tyres. The price was £275 + VAT which was probably the main reason that they did not sell very well, and so only a handful were made which makes it the rarest of our trio of TR pedal cars. Roy Newland bought his from Enfield Pageant autojumble a couple of years ago in need of restoration but complete apart from the windscreen and tartan seats. Roy was able to source the windscreen from a pedal car dealer and acquired the seat material from a kilt maker in Scotland while on business. Roy regularly takes his diminutive TR7 to shows in a little trailer he has made, and towed behind its bigger brother it causes quite a few heads to turn.

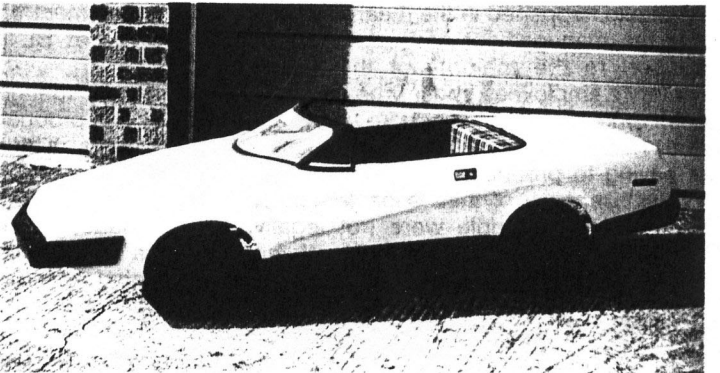
If anyone has any more information or parts for any of these pedal cars please contact me, my address can be found on the address page under Competition.



TR3 Junior  
Owner, Mike Hughes  
Value £2,000



TR4  
Owner, Arnie Lowe  
Value £1,000

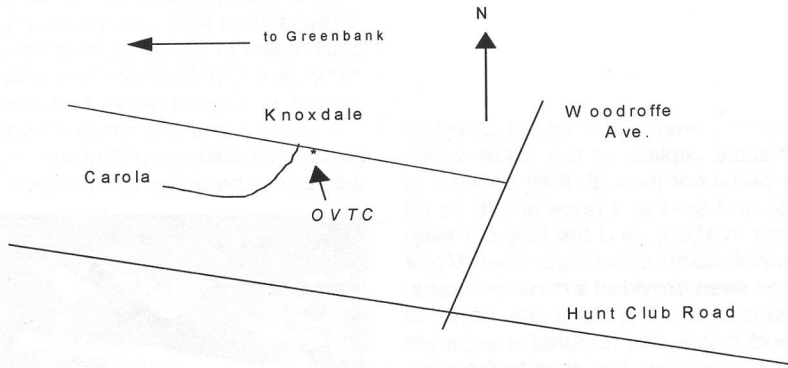


TR7  
Owner, Roy Newland  
Value £1,500



The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Vivien Kaye President / Treasurer 692-1880	Bob Thomas Vice-President 267-4561	David Huddleson Membership 822-1315	Gord Robertson Regalia 226-5033	John Day 723-9876 Editors Andrew Miller 591-3409	Steve Bourne 253-0739 Events Jeff Paterson 839-2891
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to:** OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8

*The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)*



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