

# eSIDESCREEN



**Journal of the TR Register Australia**

**95e February 2018**

## **TR Register Australia Events**



### **National**

**Oct 19-21 2018– National Concours Adelaide**

**Oct 22-24 2018 —After Tour**

### **Victoria**

**Feb 6 2018– Meeting**

**Feb 10 2018– Drive Your Triumph Run (Saturday)**

### **NSW**

**Feb 4 2018 – Cars and Coffee St Ives Showground**

**Feb 7 2018—Pie in the Sky morning tea**

**Feb 20 2018– Committee Meeting Concord RSL**

**21 February (Wed) Common Ground at Old Razorback Inn -1580 Remembrance  
Driveway Picton NSW – Morning Tea about 10.00am**

**25 February (Sunday) Camellia Gardens and Tram Museum – lunch at the Tea  
House - Names please as soon as possible**

**4 March (Sunday) Cars and coffee St Ives– 0800 till about 1130**

**7 March (Wednesday) Pie in the Sky morning tea**

### **ACT**

**Peter McEwan (ACT Co-ordinator) has organised a South Coast Tour. The tour will start from Canberra on Tuesday 20 March and finish in Merimbula on Friday morning 23 March 2018. If you are interested in going along Peter will need confirmation by COB Friday 9th February 2018 as rooms are only being held for a limited time. Details on website homepage**

### **Tasmania**

**Mar 25 2018– 12th Devonport Show April - Monday 16<sup>th</sup> to Saturday 21<sup>st</sup> Targa Tasmania**

**May 20 2018– PVCC Picnic at Ross**

# **PRESIDENT'S MESSAGE**

Hi everyone,  
Happy New Year to you all, and I hope 2018 has started well for you. I also hope you have enjoyed Christmas with friends and family and have had a happy and safe break with them. Festivities started well with TR parties and I hope you have been able to get your TRs out to enjoy the benefits of top-down touring, while avoiding the exTRemes of these hot days exceeding 40 degrees.

Looking through the calendars of our state branches there's some pretty interesting runs planned, particularly the ones over a number of days. It's great seeing members support the hard work your coordinators put in to planning these runs. All the runs look most enjoyable and give a real opportunity to catch up with TR Friends. Thank you also to other members who have assisted their coordinators by organising a run and we appreciate anyone prepared to organise a future run.

NSW members have just had our Australia Day Mal-function down in the southern highlands where over 40 gathered to celebrate the day. It never ceases to amaze me that a wonderful group of friends have built such a warm club yet, with such a layback and casual nature, and all because of a common interest in a little car with such character: a car which is pretty easy to work on and reflects the owner's joy and pride of ownership.

I know its many months to the National Meeting this October in ADELAIDE. The organisers would really appreciate members getting their entry forms, available on our web site, submitted as early as possible and to book your own accommodation early to make sure you get to stay where you want. Adelaide is a beautiful place to hold our premier event as well as the departure point for the exciting after tour runs. Organising TRavelling in a group to & from the meeting always adds to the fun, so it's good to see which routes others are taking to share the journey with other members.

A very warm welcome to new members to the Register and I look forward to catching up with you all through 2018.

BestTRegards,  
Russell Holliday  
President

## **WEB REPORT**

There has been little to report since the last Sidescreen. Member contributions have been slowed, no doubt due to the festive season. As usual, I welcome any photos or updates on your car for the Gallery and/or the front page. Plus any reports on your Register runs.

Regards for 2018  
Rick Fletcher

## **EDITOR'S REPORT**

OK it's not a Sidescreen on the cover but it appears to be a Triumph and it is summer so there it is. A day at the beach. As always thank you to everyone who has sent in articles. Brian has really jumped in like Federer at the Australian Open. Very pleased to receive the Denyer's story .I do recall that a lot of young Australians bought cars in the UK to avoid the very high import duty here and travelled around.

Great to see Rob & Judy on the front cover of Triumph World. If you haven't seen it, it's on our back cover.

Kindest regards, Terry (and Jenny).



## STRANDS OF FRIENDSHIP

This story has several threads dating back over forty years woven together through friendship and a passion for sports cars.

In 1968 teenager Tony Denyer attended the Melbourne Motor Show with his long time school friend Michael Berwick and Michael's dad Peter Berwick. Peter had a red TR2 in Kenya but when the family escaped with a suitcase from the Mau Mau uprisings his beloved TR2 was left behind.

At the Motor Show was a sensational (for the time) green TR3A on display which had been restored by a fanatical aeronautical engineer. Mirrors under the car displayed the chassis which had been drilled and lightened and looked like swiss cheese and it was featured in the 1968 edition of "Sports Car World." We still have a copy given to us by the MG Sports Car Club of Tasmania.

Tony and Michael were delighted when Peter Berwick purchased the TR3A. Peter drove the car every day from Mt Eliza to the CSIRO in Aspendale where he worked as a physicist for many years. Even as a teenager Tony often quipped that if Peter ever sold the TR he would like first offer.

Launceston 1972, a young engineer Hugh Maslin purchases a white TR2. On a beautiful sunny day in 1974 a very young newly married couple Sharyn and Tony Denyer arrived in Malvern Link by train from London to collect a brand new red 4/4 Morgan. It had been preordered in Australia through Victor Kaye in Gisborne. Tony did have a Plus 8 in mind but Victor persuaded us to purchase the 4/4 and survive the journey.... wise advice.

We well remember the list of extras which included door handles, air cleaner and a third windscreen wiper which we fondly referred to as the Moggie's eyelashes. We had our Morgan, return airfares to Australia and a small amount of money in the bank and that was it! This is the wonderful thing about youth and optimism and as we walked down Pickersleigh Lane to collect our car we were filled with excitement. Introductions to Peter Morgan and Mr Goodall followed and we were floating.

We were fortunate to enjoy driving all over the UK for 18 months in our Moggie with some wonderful adventures, then came the time to ship it home to Australia. As we were staying on to travel around Europe in a Combi Van we thought nothing of asking our mother to do the customs clearance in Australia. On reflection we realized that it was a tall order. It took mum four visits to the docks before it was cleared and then she had to drive it home.

A year later we moved to Launceston, Tasmania and whilst driving down to Hobart we were overtaken at great speed by a red Morgan Plus 8 owned by George Burrows of the Black Snake Inn. At the time ours were the only Morgans in Tasmania.

One day when our car was parked in Launceston there was a note on the windscreen inviting us to join the MG Sports Car Club of Tasmania. We did and had a wonderful time meeting new people one of whom was Hugh Maslin. Hugh and his TR2 liked the drive to Lilydale so much that he became an occasional visitor to the dairy farm "Maxwellton" which we were managing. See pic showing the Moggie and Hugh's TR2 in the front paddock.

In 1977 we were back in Melbourne and "the call" came from Peter Berwick, he was moving to Ireland and his TR was for sale. By now we had a lot more life experience and realised we could sell our Morgan at a profit, albeit with a nostalgic heart,



Moggie, Hugh's TR2 and working dog Chip at Lilydale

purchase the TR3A and at the same time put a deposit on a house. We still have the TR3A after forty years but still miss the Morgan. Tony was convinced that the TR was better because it had screws where the moggie had nails holding the upholstery together!

In the 1980's we lived and worked in Iraq for a few years and when we took leave in the UK in 1981 we decided to hire a Morgan 4/4 4 seater and retrace our steps of the previous decade. Fast forward to 2017 and clearly we were still missing the Morgan. We found one for sale in Orange and travelled from Townsville (where we now reside) to Orange to inspect it. On the day it was 45 degrees and not suitable for cruising around but it looked in good condition, an elegant cream and green 1987 Morgan 4/4 four seater. It now resides in Townsville and visits Magnetic Island and the Atherton Tablelands. The Atherton Tablelands, often referred to as the Cairns Hinterland is great sports car country.



Arriving at Magnetic Island 2017 in the Moggie



On tour in Tassie 2016

Our TR3A is presently garaged at Mordialloc, a suburb of Melbourne where it is undergoing an engine rebuild to a high spec at Duvall Motorsport. Front/rear suspension and steering has also been modified and improved. Because of the distance there is no sibling rivalry at this stage between the two cars.



On tour 2017 in Hugh and Jude's TR2

Over the years we have kept in contact with Hugh and Jude Maslin and we were very disappointed when our TR was not going to be ready for the 2017 National Meeting and Concourse in Tasmania. Hugh and Jude however encouraged us to come over and very generously lent us their white TR2 to drive for the first few days of the After Tour and host us at their shack in Bicheno. What can one say "strands of friendship woven together over forty years."

We had a wonderful time and thought the Tasmanian National Meeting and After Tour was fabulous. A very big thank you to all the people who helped with the organisation it was very much appreciated and we are looking forward to Adelaide this year.

Sharyn Denyer



## **GOOD & BAD**

### ***OR why you should have a Battery Cut Out Switch in the Cockpit..***

Two sides of a recent disaster - thankfully averted!

I recently organised a run to Narooma for the Sapphire Coast Chapter to celebrate Christmas at a waterside restaurant for lunch. There were five couples including the Watters, Mannings, Baillies and Fletchers from the club with local ex TR6 (now Lotus) owners, the Taylors from Bermagui.

Leading the convoy from Bermagui, *Bluey* decided that he would fail to proceed (bad) but did so on a section of rural road that had a very wide shoulder (good). The symptoms were (all bad):

- sudden cessation of progress,
- engine shutdown,
- slight burning smell,
- massive backfire and cloud of black smoke with Stuart Baillie behind me figuring that I was about to take off,
- strange condensation in the ammeter.

All was now quiet! Soon to be replaced by a raft of suggestions from all car crews who had kindly stopped and offered advice and solutions. As there was a reasonable distance to go to the booked lunch and not much time left, I was finally able to get them to press on and advise the restaurant that we would be 2 short for lunch. I assured all that everything would be OK and we would be able to get back home (fingers crossed).

What the hell had happened? as *Bluey* has a reasonable reputation for "always getting through" (good), albeit mostly after causing his owner some serious alarm (bad).

When the motor stopped, I reached for the battery CUT OUT SWITCH in the cockpit which has been a fitting in both of my TRs (good). *Bluey*, being an ex rally and track car, was fitted such a switch. It is a no-brainer in a race car and is indeed a requirement. In the event of a major short circuit it is just not possible to get to an under-bonnet battery switch in time to undo it or unbolt a connection before you have a major fire on your hands.

I estimate that I had the switch OFF in 2 to 3 seconds (good). If you are able to get your seat belt off, open the door, find your bonnet key, run around to the front of the car, undo the bonnet, reach through the flames to operate a battery mounted switch or unbolt it from the terminal in 3 seconds - *then you don't need a cockpit cut-out switch!*

Tracing the culprit was no big deal after I had calmed down. There was a slight burnt smell under the bonnet but nothing much under the dash. I didn't expect to find much damage as the Cut Out Switch completely isolates the battery from earth (the engine block, chassis & body). I could however see some damage to the loom between the alternator (or a generator would have been the same) and the bulkhead. After a bit of searching I could see the problem (good). I had made a metal heat shield, bolted to the front exhaust manifold bolt to protect the nearby alternator from some of the radiated heat.

It had fractured and the main metal shield had landed straight across the alternator to battery terminals where it had welded itself in place (VERY bad). Having since described this to two other responsible TR owners, they both advised that they had fitted a similar shield in the same position and both of their's had broken off but, luckily, their's had fallen onto the ground (very good).

The main, thick wire from the alternator was well cooked with insulation melting and presumably shortly to catch fire! I was very grateful for that cheap switch fitted just under dash and within reach when I had my seat belt on (bloody good!). *Note - there is NO fuse in this section of wiring.*



the

The ammeter internal shunt wire had vapourised the soldered joint and gone open circuit. This sudden burst of heat must have condensed the moisture in the gauge leading to drops of water on the glass.

Next issue was to get the car running again. The rest of the visible wiring seemed to be OK, including the wire to the starter solenoid. The starter was functional but the ignition circuit was not operating. With reminders of my miss-spent youth, I hot wired the coil to the battery via a long jumper wire with crocodile clips at both ends. I carry this for just such a purpose.

*Bluey* then condescended to start but with no charging circuit which wasn't a problem as it was a fine day requiring no headlights or wipers. With minimal drain on the battery it should last for most of the day but we elected not to turn North onto the Princes Hwy towards Narooma and away from home, but took the chicken's way out and headed South. We were at least able to enjoy lunch at the Cobargo pub on the way home which we reached with no further problems. Thank you *Bluey*, as the fail-to-proceed was entirely my fault for making an inappropriately strong heat shield. In retrospect, with a single bolt mounting, it was subject to vibration from the passing airflow and the bend near the exhaust manifold bolt had fatigued. The next one will have a more substantial bracket and be periodically checked.

The repair took only a few days, interspersed with Christmas celebrations. I unwrapped the loom between the alternator and the bulkhead. It was pleasing to find that the main alternator wire was the only one affected (good) and the surrounding bunch were in good condition. That would not have been the case if the heat from the short circuit had continued for a few more seconds. I also went to a bit more trouble to better insulate the spade connector terminals on the alternator with heat shrink tubing. Those terminals are really too exposed (bad).

I understand that lunch at Narooma was nice, with the venue outshining the food!

PS: This is what I mean when I say cut-out switch. This one is a Narva product but there are many on the market. PLEASE consider fitting one to protect your TR from death by fire. If it is in the main battery earth wire it will cut off all power including electric fuel pumps - but you MUST BE ABLE TO REACH IT.



Rick Fletcher

### HELP PLEASE

"As a result of an ad placed on the website way back in 2014, I was contacted by a Register member who wound up visiting me and taking home a couple of heads and cams to be evaluated by his 'engine man'.

That's the last I have heard from him and seem to have lost any record of who he was. I just hope this might jog someone's memory and the can give me a call in order to decide where we go next.

Wes Dayton: 0417 219 959"

## J TYPE OD LEAKS

At a recent Pie in the Sky meet, one member complained of his just fitted J type overdrive pressurising and thus leaking. The unit had just been serviced and fitted to the original TR3A box.

Now the TR3 box with a A Type OD breathes through a breather mounted on the top of the OD housing but the J Type has no such breather. The latter all synchro box has a breather built into the gear box selector shaft housing. It consist of a simple 3/32" hole drilled from the top down into the front bearing of the reverse gear selector shaft.

Most people would not encounter this as an issue as generally the all synchro box is fitted at the same time. So if you do fit a J type to a TR 3 box, remember to drill a breather in the selector housing. The same issue will occur if you use a non all synchro selector housing with an all synchro box.

This conversion is a bit of a bitser as it must have an output and input shaft change. Not sure how it is done but I am assured it is the original TR3A box and I could see the OD.



## BONNET DZUS MYSTERY

I had the need to fit new bonnet dzus grommets to my car to recently and when ordering the new parts, a question came up. Ray supplied four items. Three items I was familiar with, T18 bonnet dzus fastener, T234 bonnet dzus securing washer, and T238 bonnet dzus half grommet. The fourth item I was puzzled by, T231 bonnet dzus retaining washer.

When questioned, Ray advised that he always supplied the four items and no one had raised the T231 question. The T231 looks like a smaller version of T238 that is slightly smaller in diameter and shorter. It has been 16 years since I have fitted new dzus so maybe my memory was a little fuzzy. After checking the parts manual I was still convinced you only need three items.

A new topic was placed in the Tech forum but still no answer. Most replies confused it with the T238.

After further conversation with Ray, we found that the T231 is in fact described incorrectly in our parts listing. The item is a P/N 554721 Windscreen dzus retaining washer. According to Ray, there must be a few of them sitting in workshops around the country. If you have one sitting in your parts bin, then now you know what it is for.

Brian Richards



## **VALE DAN GURNEY 1931 - 2018 ..... FROM A TR2 TO A F1 LEGEND**



Members of the TR Register will be saddened to learn of the passing of Dan Gurney in the USA on the 14<sup>th</sup> of January 2018, aged 86 .

While not widely known by Triumph sports car enthusiasts Dan Gurney dabbled in hot rods before he got some of his first motorsport experiences behind the wheel of his Triumph TR2 roadster when he returned from the Korean War after a two year stint in the US Army. Enzo Ferrari was impressed with Dan's skills as a test driver which led to his first opportunities with Ferrari in their Formula 1 racing team. He then went on to become one of the great F1 drivers during the mid 1950's, 1960's and 1970s and drove for Ferrari, BRM, Porsche, Lotus, Brabham, Eagle and McLaren.

Following a lifetime dedicated to motor sport Dan Gurney will long be remembered for being the first ever driver to spray bottled champagne when on the podium to celebrate his Le Mans race win; a custom still followed by race winners today. His other more important claim to fame, in what was then recognised as the sport's most dangerous and deadliest eras, was for introducing the full face race helmet.

In 1961, while driving for the Porsche, Dan Gurney came to Australia along with a number of overseas drivers such as Stirling Moss, Innes Ireland, Ron Flockhart and Graham Hill and drove at the first International Meeting conducted at the new Warwick Farm circuit in Sydney. In oppressive heat Stirling Moss won. A few weeks later Dan drove at the Ballarat International meeting conducted by the Light Car Club of Australia. Driving a BRM Dan Gurney won the major event, the Victorian Trophy, from Graham Hill also in a BRM.

During his incredible motor racing career Gurney drove for the newly created Jack Brabham Racing Organisation for three years (1963 - 1964 - 1965) with some success after Porsche withdrew from F1. He won the 1967 Belgium Grand Prix in a race car of his own creation ...the Eagle. He also drove for Bruce McLaren but following Bruce McLaren's tragic and untimely death at the Goodwood race circuit in June, 1970 Dan Gurney withdrew from international driving at season's end. In 1990, Dan Gurney was inducted into the International Motorsports Hall of fame.

The multi talented Gurney was also extremely competitive across the United States in Indy car, NASCAR, Cam-Am circles. Later, he became a very successful team owner in the USA and only as recently as 2011, handed over his Chief Executive role of All American Racers to his son. Dan Gurney will be remembered as a real gentleman and one of the great names ( e.g. Fangio, Hawthorn, Jim Clark, Jackie Stewart, John Surtees, Graham Hill, Jack Brabham, Phil Hill, Denny Hulme, Bruce McLaren and Stirling Moss ) involved in the extraordinary sport of F1 motor racing from that exciting era of the 1950's and 1960's.

GRAEME WHITE

# THE TR'S LUBRICATING SYSTEM

I get a number of calls relating to the TR's engine lube system, low pressure, specification, change periods, etc. This leads me to put pen to paper on one of my pet subjects. This is not aimed at people who build engines but those members who just want to understand their cars a little better. Nor is this meant to be technical paper.

First, what is the purpose of a lubricating system on an internal combustion engine? The oil performs a number of vital functions. The two prime functions are lubrication and cooling.

**Lubrication** All the moving parts require lubrication to minimise friction and thus heat and wear. It also makes the engine more efficient. The crank and cam bearings are lubricated by fluid film lubrication where a film of oil separates the two moving parts. We therefore get little or no wear or heat build-up. To achieve this a plentiful supply of oil is required to maintain a film despite the leakage of oil caused by the bearing clearance.

This is where the oil pump and galleries/drillings come in. The pump supplies oil under pressure to the main gallery and then on into drillings to the crankshaft and cam shaft bearings and into the gap between the shaft and bearings. The volume of oil required will be dependant on the oils viscosity and bearing clearance. Tighter the clearance and/or higher the viscosity, the less oil required and vice versa. The indicated oil pressure will show if the pump can supply the volume required. How does the pressure indicate this? In any fluid system, the volume of fluid passing through a fixed orifice (drillings/galleries/bearing clearance) will depend on the viscosity and pressure applied to the fluid.

Applying the pressure itself will not separate the two moving parts. You can supply 1000PSI to the oil system of a stationary engine and it will still not lift the crankshaft journals from the bearing shells but a running engine only requires about 40-50PSI. For fluid film to work the two surfaces must be moving in opposite directions. The rotating shaft causes a wedge of high pressure oil to form under the shaft and that is what holds the shaft off the bearing shells.

So it can be seen that an engine with badly worn bearings can still operate OK providing the oil pump has the capacity to supply a sufficient volume of oil, the viscosity is high enough, and the bearing is not breaking up. This is why thicker (more viscose) oil will raise the oil pressure and stop/reduce the bearing knock. The TR oil pump is a fixed, positive displacement type so its output is limited and also affected by wear. It can be seen that the oils viscosity plays an important part in all this.

The other parts are all lubricated by boundary layer where, as the name implies, a thin layer of oil is applied to the moving parts. The two surfaces will still come into contact with each other and some wear will take place and heat will be generated. The wear and heat generated will be low and acceptable within the design parameters. This is why engines wear out. This lubrication can be applied in many ways, spray, mist, drip, drillings, etc. It is also carried out during service where a drop of oil is applied to the distributor advance mechanism, generator bearing, throttle linkage, etc.

**Cooling** As a rough gauge, of all the heat generated by the fuel burn, about one third goes out the exhaust, one third out the cooling system, and one third is converted to mechanical energy. The greatest majority of the cooling loss is dissipated by the radiator but a significant amount is dissipated by the engine surfaces exposed to the air flow. The coolant system takes away the majority of heat absorbed by the head and cylinder liners. The external surface of the engine is heated by the oil and the coolant circulating around the engine and is in turn cooled by the air flow around it. The oil takes the excess heat away from all the moving parts in the engine, including the pistons. This heat comes from the combustion process, friction and the heat built up by the pressure of the lube system.

The need for the air flow to take away heat around the engine is an important consideration when fitting additional components in the engine bay. If the air flow can not cool the surfaces adequately, then an oil cooler may be required to supplement it. An oil cooler should be considered if the power output of the engine has been increased and/or the engine is working hard, such as in track work. If the power is increased by 20% then the heat to be dissipated has also increased by 20%.

When considering the oils cooling function it is important to understand the need for the oil to get up to operating temperature. The oil in the lubrication system is designed to run at about the coolant temperature or a bit higher in some places. All the components are designed to run with specific clearances and these clearances change with their temperature. Efficient operation and minimum wear will be obtained when all the components are at their designed operating temperature.

Components that rely on splash, spray, or mist will not be lubricated correctly with cool oil. It is for this reason, that when fitting an oil cooler, it should be thermostatically controlled to ensure the oil maintains its operating temperature. It has been calculated that an engine running at 70 deg F will have about seven times the wear of one running at 170 deg F.

**Cleaning** As components wear they generate small particles that need to be removed. Also there are the combustion by products that blow past the rings, carbon build up around hot surfaces such as the piston rings, and dust that enters the engine via the breathers. Another area of consideration is the additives in the oil that are being consumed/changed as they do their job. All these are washed away by the lubricating oil. There are additives in the oil that keep these contaminants in suspension so they do not drop out and form sludge around the cooler parts such as the rocker cover and sump. Those of us who are a little older will remember the black sludge that used to form on the insides of engines. This was a result of the poor dispersency qualities of the oil from that period.

This is where the oil filter comes in. It filters out all the relatively large particles and they in turn are removed at filter change. Filter specification and quality vary greatly between filter brands. I have visited factories where filters are made for a number of customers with different brands. The filter media, glues etc. are not all the same. There are a lot of cheap filters out there and price will generally reflect the quality. Use a good one; the cost difference over the life of the engine is minimal.

The early TR four cylinder engines utilised what is known as a by-pass filter. This is where not all the oil passes through it. In the TR case, only the oil that is dumped by the relief valve passes through. So any time the oil pressure is below the relief valve setting, no oil filtration takes place. A worn engine with low oil pressure will have almost no filtration and so accelerating its wear rate.

The later engines have a full flow system where all the oil from the pump passes through it. A much better system and would be an area where a simple upgrade will be beneficial to engine life. As all the oil passes through it, there is a danger that if the filter blocks or the resistance to oil flow becomes excessive, insufficient oil will get to the main gallery. To guard against this, a bypass valve is incorporated into the filter head. If the pressure drop across the filter becomes too great, then the valve opens and allows oil to bypass the filter. Not filtered but better than nothing. This valve can open on a good engine when the engine is started cold and the very viscous oil produces a high pressure drop across the filter. This will become more pronounced through the filter life.

**Sealing** The oil plays a very important role in the engines operation. Without oil the piston rings could not adequately seal the combustion process into the combustion chamber. This can be demonstrated when a compression test is carried out. The compression noted with a dry cylinder will always be less than that taken after a few drops of oil are added to the cylinder before the test is carried out. A very small amount of oil will get to the top ring and as well as providing boundary layer lubrication; it also helps the rings provide a compression seal. It is this very important feature that is crucial to the specification of the oil.

**Anti Corrosion** Apart from the obvious fact that the oil stops the internals (as well as the underside of the TR) from rusting by coating them with oil, there is another anti corrosion task. That is the neutralisation of the corrosive by-products of combustion that leak past the piston rings. The effects can be seen by the effect they have on a standard exhaust system. To get what we call rust, you need water so where does that come from in a crank case? As the engine cools, condensation forms on the cooling surfaces and collects in the sump. Also one of the by-products of combustion is water. For every litre you burn you get a litre of water. That is what forms the vapour trails after an aircraft, the water condensing in the cold air.

This fluid can build up over time if the oil does not get hot. This can be seen as an apparent lack of oil consumption or even making oil after some period of time when the car is used on short trips only. Then on a good run it suddenly appears to use oil. Actually, there was no change in consumption, it is just that the build up of fluid pollutants are boiled off on the longer run



**Hydraulics** This task is not required in a TR engine but is important in a modern engine to work in hydraulic valve lifters, variable valve timing mechanisms and so on. Where it is required is in the TR overdrive to operate the two pistons that engage the overdrive epicyclic gear train.

**Overall**, the TR's lubrication system is adequate for the job and fairly standard for its time but there are, in the writer's opinion, two short comings. The first, although fairly standard up until the late 60's, is the crank case breather. The crank case breather set up consist of two parts, the breather/ oil filler cap on the rocker cover and the short pipe that drops down at the rear of the block under the fuel pump. When the engine is running with the car stationary or moving slowly. The gasses that leak past the piston rings, exit the crank case through both parts. As the car moves forward at speed, the lower breather, by way of the low pressure formed by the tapered pipe in the air stream, draws the gasses out. At times this can draw air in through the top cap. In a perfectly clean environment, this would not be a problem but the environment being what it is, dust can be drawn in.

The second issue is the tortuous path the oil has to go through to get to the front rockers. In a cold engine, it can take up to 2 minutes for oil to get to these rockers. Also the flow is marginal. These two issues, as I see them, lead to premature rocker gear wear. This may not have been a problem back when the cars were built as the heads were scheduled to come off every 20000miles. Today, with modern oils and fuels, we plan not to take the head off until rebuild. By then the rockers are normally a bit noisy.

You can get a kit that provides oil from the main gallery to the head, by-passing the rear cam bush. That greatly increases the oil flow and reduces the time taken to get there on start up. This kit is mandatory if you fit the roller rocker kit to ensure sufficient lubrication. The bearings are much longer in the roller rockers and so offer a greater resistance to flow than the standard rockers. If used on an engine with standard rockers it can lead to excessive oil leakage down the intake valve stem. This is a result of a much greater oil flow and there being no valve seals on the TR. A fix for this is to fit valve seals but this requires the head to be removed and the top of the guides machined to take the seals.

### **Oil Specification**

I should preface this to point out I am not here to take on the various oil suppliers who make claims regarding the suitability of their products or the supposed superiority of one oil over another. Ask five owners what they think and you will probably get five different answers based on their experience or what they have read or heard. It should be noted though that there are some very dubious claims made out there in the marketplace. What oil you use is your decision. This is only meant to help you make that decision or maybe just confuse you.

The oils we buy in the shop are all partly synthetic. fully synthetic or mineral based. About 20% (that number can vary greatly) of a mineral based oil is made up of additives that modify the natural oils characteristics, the rest is a petroleum oil base stock. Oil companies do not formulate or produce the additive package. They purchase or sometimes refine crude to get the base stock. To this they mix in the additives they have purchased and on sell the finished product. I have seen this being done at a refinery as the oil is loaded into a road tanker. It is done at that point and enables the same base stock to be easily used in other standard oils. It is the properties of the base stock, the properties and quantity of the additive package that determines the quality of the final product and its suitability for purpose.

The engine manufacturers and the additive companies work closely together in the formulation of the additive. The engine company wants to introduce a certain feature/design and requires a lubrication property to support that. So they go to the additive people to come up with a suitable package. The additive companies do the testing to ensure it passes all the test required to meet the standard.

To enable people like you and me to know what to get for our car, the oil industry has a standards system. The API (American Petroleum Industry) set up a standard some time ago and the API standard is shown on the oils packaging. In general it will start with a C (compression ignition) or S (spark ignition). There is also a European ACEA ( and probably Chinese, Russian, etc.) standard. The car's manual will simply list an oil standard and it is up to the owner to purchase the correct oil. Now

what could be simpler than that? Why buy an expensive oil when a cheap one meets the correct standard?

This is where it gets tricky. The oil supplier does not have to test their oil to be able to sell it as meeting a specific standard. They simply have a read across process from the additive package. So to get a SN standard, all the oil supplier has to do is mix a SN standard package with some base stock and there you have it. The standard does not specify the quantity of the package or by how much it exceeds the standard or the quality/characteristics of the base stock. This means that you could buy some cheap base stock, mix in with the minimum of some low price additive and sell it as meeting the standard set by the additive package. Also you could buy some good quality base stock and mix in a good dollop of a good additive package and you could still only sell it for that standard, even though it would be a superior product. It's not quite that simple but you get the idea.

Oils on sale today are far superior to the oils available back in the 50's and 60's. Multi grade oils are the norm. With a mono grade oil, the viscosity of the oil changes with its temperature. That is it gets thinner as it gets hotter. A multi grade oil contains (part of the additive package) some long chain molecules that modify the oil so that the viscosity remains relatively stable over its range. A 25W50 weight oil will act like a 25 oil when cold and a 50 oil when hot. The W is important in that it signifies a winter grade. Oils without the W are not the same. No big oil company would recommend a mono grade oil for your TR today. In fact it is hard to find one and for good reason. A multi grade oil is by far the best option. The TR manual does in fact recommend a 40 for temperatures over 20C, 30 for 0C to 20C and 20 for -10 to 0C. A multi grade saves you from changing grades with the temperature of the day.

Why is a multi-grade oil better than a mono grade? The grade of an oil is generally specified as a SAE number e.g. 40. This relates to the oil ability to flow, under test, through a fixed orifice at a fixed temperature and pressure. The higher the number, the greater the resistance to flow. The higher the temperature the lower the resistance to flow. So the SAE 40 weight oil originally recommended for the TR will start as a 40 and still act as a 40 when hot. With a multi grade oil such as 25W-50 it will start as a 25 oil when cold and perform as a 50 when hot. This lower viscosity on start means the oil will flow to the various components faster and offer lower resistance to cranking. As the engine warms up the viscosity stays reasonably stable whereas the mono grade starts thick and gets thinner.

There has been a lot of talk about zinc in the past year or so. I do not know where it started but it has been used by some smaller oil suppliers to push their product. I have been reliably informed by an insider that the level of zinc in the oils recommended for the TR have more zinc today than in the 50's. Good pre-lube and running in procedure for new/reground cams and/or followers will give good cam/follower life.

Now the TR manual does not specify a standard as a modern car manual does, simply a number of specific oils that were available at the day. The oil of the day would most likely have been an SC. That standard is no longer available and you would not want to use it anyway. Oils have greatly improved over the years. The top current standard is SN but that may not be the best for the TR. A semi-synthetic oil is probably the pick of the oils available. At least one major supplier offers a SG semi synthetic oil that is specially formulated for older flat tappet engines. The aim is to get an oil that meets your expectations and these expectations would generally be, suitability for the job (race, tour, show etc.) cost effectiveness and availability. If all the car is going to do is sit on show, then a cheap oil will suffice but if you are a racer then a much better oil is required. How do you decide? I am not going to stir up a hornets nest by recommending a specific oil but asking around is a good start. The oil companies will have a recommendation for their oil. Just be wary of some of the claims made.

**Oil Change Periods** If oil change periods are going to be discussed, then we should know why we change the oil in the first place. When a car manufacturer sets out a service period, it includes more than just the oil. There are a number of components that need servicing at regular periods such as suspension lubrication. All these are considered when coming up with a service schedule that will best suit all these needs and oil/filters are just one of them. Now most TR owners, from my experience, do not carry out one big service but tend to do it as they think it is required. I know my grease and oil changes are not generally carried out together except if a longer trip over one or two thousand miles is

being undertaken such as a Tasmanian tour. So at this point, only the oil and filter change periods will be considered.

It is claimed that oil never wears out and to a point that is true of the base stock but the additives are another matter. The various additives are either used up, change formulation, worn out, etc. as they perform their function in the oil. When you carry out an oil change, what you are doing is removing all the used additives and contaminants from the engine as well as the base stock. Now if the base stock is OK why change it. No reason actually except there is no way you could do it without some really fancy gear to separate it from the contaminants. At least one major oil company uses recycled oil in some of their high end automotive products. For the end user, big or small, the only way to replenish the additive pack and remove the contaminants is to change the lot. Don't be sold on the 'mouse milk' additives that claim to extend the life of the oil by replenishing the additive pack. Even if they could be replenished, it would not remove all the harmful contaminants.

Well you may ask, how long do the additives last? It has been shown that the rate of degradation of the additives is directly related to the amount of fuel used. So if you race the car, then fuel consumption will be higher than in normal cruising and the oil will need to be changed more often. Car manufacturers set out a service period that takes in the need to service/inspect a host of other items on the car. Oil change is just one of them.

To make it more convenient for the owner, they tend to lump them all into one service even though their optimum periods are not the same. The TR manual list a period of 3000miles (5000Km) for average driving conditions. It recommends shortening that period in unfavourable conditions such as frequent stop start driving. The frequent stop start driving means the oil never gets up to its optimum operating temperature to boil off the condensation and fuel that leaks down past the rings. It also states you can look to extend it in favourable conditions such as cruising on good roads. Think about how that relates to your fuel consumption.

Now 5000km for a lot of TR owners is about their average yearly distance travelled so fits in neatly with an annual service. Given the quality and improved performance of modern oils, that period could be safely extended if you are using a good quality product. Up to 8000 km and two years could be looked at. Remember though, stop start driving needs a shorter period so if you are doing mainly stop start with the occasional longer run, do not go past the 5000 km point.

Another point to remember is the fact that changing your oil and filter causes you to inspect that area on the car and also lets you see if anything drops from the sump except the old oil indicating a serious problem inside.

Brian Richards

### **Further Reading**

The above is a fairly simplistic explanation. If this has given you a desire to learn more then the following links will give you a more technical understanding.

1. [https://www.jcmotors.com/images/understanding\\_motor\\_oil\\_viscosity.pdf](https://www.jcmotors.com/images/understanding_motor_oil_viscosity.pdf)
2. [www.viscopedia.com/viscosity-tables/substances/sae-viscosity-grades/](http://www.viscopedia.com/viscosity-tables/substances/sae-viscosity-grades/)
3. [https://en.wikipedia.org/wiki/Motor\\_oil](https://en.wikipedia.org/wiki/Motor_oil)

*Where you go from there is up to you.*

*Regards Brian*



## QUEENSLAND REPORT

We had a good attendance of 30 people at our Christmas Lunch at the Grand Hotel Cleveland and were joined by some distant members. Ken and Judy Le Mesurier from Hervey Bay and Warren and Gai Evans from Tewantin. The event was organized by Judy and Greg Parker and a good time and catch up was had by all. Everybody participated in the traditional secret santa exchange of gifts organized by Carol Prior and Judy Buck.

Our next event was a get together on Australia day organized by Paul and Rita Bingham. We met up down the gold coast and as usual had a coffee stop before a mystery tour to our picnic lunch venue. Everywhere was crowded with people and plan B took us to a secluded up market private park complete with a shelter and fantastic views across the Broadwater to the Gold Coast high rise skyline. We had a friendly visit from a security guard followed by a visit from one of the residents/director of the park maintenance company in his Aston.

We were allowed to stay but had to cancel the cricket match (no ball games on the grass). With that the ladies decided that on past performance they would have won again and accepted the trophy. (they always win as they do the scoring).

It was a good way to celebrate the day and we enjoyed our picnic lunch cooled by the sea breezes. There were seven sidescreens in attendance.

Peter Clarke





# VICTORIAN REPORT

## Past Events

### **Sunday 3<sup>rd</sup> December – Xmas Breakfast**

This event was postponed due to torrential rain forecast for the weekend. Just as well as we received over 100mm for the weekend. The event was rescheduled for the following week which provided perfect weather.

Twenty four members attended the Xmas breakfast of egg and bacon rolls. Thanks to Simon Scillio for undertaking the cooking duties.

### **Sunday 7<sup>th</sup> January 2018 – Happy New Year Coffee Run**

Three TR's and two daily drives attended this event. We met at Chirnside Park Shopping Centre for a leisurely drive through part of the Yarra Valley to the Yering Meadows Golf Club. On the way we stopped at a wonderfully stocked fresh fruit and vegie stall at one of the local strawberry farms. Everyone brought something, yum.

The views up the Yarra Valley from the club café are to die for but on this occasion the overcast conditions and a bit of mist prevented the views from being fully realised. A couple of hours chatting over coffee and cake and we were on our way home.

## **Overseas Brothers**

Back in late November I had an email from an Englishman, Mark Hoble who is the custodian of the Doug Whitford TR2 that raced in the 1955 Grand Prix at Albert Park. Mark had found some photos on the TR Register web site showing Doug Whitford racing in the Grand Prix and he was after some copies. I emailed Rick Fletcher who organised the said photos. Thanks Rick.

It just so happens that Mark was about to visit relatives in Melbourne over Xmas and was staying in Eltham, a ten minute drive from our place. A quick email around and we organised a luncheon at our place with Mark and his wife Ali and 14 local members.



What a fabulous opportunity to hear of Marks exploits at Le Mans and other racing tracks in Europe. David Orchard spent some time with Mark a few days later and his report is below. It's amazing that these little old cars can bring like-minded people from all over the world together and enjoy each other's company.



### **Report by David Orchard**

I duly met up with Mark here on Saturday 23<sup>rd</sup> December and we had a couple of hours to chat about racing (he is also a cricket tragic so was at the MCG yesterday and today).

### **Mark Hoble current owner of the ex-Doug Whitford TR2**

Mark Hoble it turns out is the owner of many cars, three have Triumph engines (and the TR8 at least has the badge) but the recurring theme seems to be British Sports Cars, half his stable are race cars and half road cars. I have listed them all at the end but the main interest from our point of view was the ex-Doug Whitford, 1954 long door TR2, still raced as number 50, Doug's old number.

After competing at the Le Mans Classic as a co-driver in a friend's Aston Martin DB2, Mark was enthused enough to look round the paddock to see what was competitive with a view to coming back with his own car, he saw a Belgian TR2 and set out to buy one, particularly looking for one with a race history, which is how he came to purchase the Whitford car.

The Le Mans Classic is a major international event open to car models that have previously raced at Le Mans, the TR2 works team finishing 14th, 15th and 19th in 1955 make it eminently eligible. The event is held about a month after the 24hour race and is every other year (even numbers so 2018 is next). There is also a smaller event called the 'Legends' race held each year just before the big race. The TR2 is particularly well suited to the 'Index of Performance' a handicap designed by the French to suit their smaller engined cars but with the 1991 cc engine happens to suit the TR2 very well - Mark has won this category twice out of the 3 times he has entered (and was leading on the 3rd time when the engine let go...). The format is basically 3 separate races in a 24hour period chosen to give day, night and dawn or dusk runs. Each race is 50minutes long and has a 1 minute pit stop allowing for a driver change if required. Awards are based on a complicated formula that take account number of laps completed in each of the 3 races. There is a 'mock' start with drivers running to their cars and then an attempt to re grid on the far side of the track according to qualifying times but as Mark said no one actually stops and there is no grid as such, so presumably the run to the car is still an important factor!

The track is well illuminated and although Mark had fitted extra driving lights found that visibility was sufficient without going to extremes- fortunate as he has to run with a generator not an alternator.

Mark imported the car 10 years and the initial build for Le Mans was by Neil Revington, with most things rebuilt except the bodywork - still as originally received. Car is currently prepared for racing by Guy at Loire Valley Classics - yes in the Lore Valley, where Mark keeps his cars and spends a good part of his time as he is now retired. Engine is from TR Enterprises, the main supplier of TR engines in the UK.



Mark's car differs from mine largely due to the rules governing classic sports car racing both at Le Mans and in the UK. Mark has to run with the original engine capacity (1991cc), he is allowed the high port head, 1 3/4 SUs and whilst other internals are largely free he is not allowed the roller rockers (nor the 2 " SUs) I run. As a consequence max power output is 150 BHP (mine is 180). He does have a steel crank and says he is happy to run up to 7000 (I am limited to 6400). Mark had an overdrive box fitted for Le Mans but finds it unnecessary for the club circuits in the UK and just uses a standard (close ratio) box with a 4.2 final drive ratio and clutch plate style limited slip differential. Like me he has to run drum brakes all round. Top speed is in the order of 125MPH (6000 in overdrive 4th). Tyres are the other main difference with most European events mandating the Dunlop historic tyres - cross plys! According to Mark whilst they are not as quick as the Yokohamas we run they allow plenty of scope for a bit of sideways action while cornering and suit the car. (Note some events allow an Avon (CRZZ) tyre which is a radial but looks like a tyre from the 50s). The fuel situation in the UK is much as here using 98 Octane pump fuel, dosing it up with lead to get up to 100/102 octane, however the French insist on their own brew being used which is a handy 110 octane but very expensive!

Talking of costs Mark says that with entry fees now in the order of 8000 Euros for the Le Mans Classic he may have to live with the 3 events he has done in the TR2 (plus 1 in the DB2).

### **Cars:**

Mark's race cars: TR2, Morgan+4 (TR engine), Turner (Climax engine), A30, Standard 10

Mark's road cars: TR6, TR8, Jag Mk2, Mini Cooper ('69), Series 1 1954 Landrover

Thanks David

### **Future Events**

**Tue 6th February Bimonthly meeting 8pm -Venue:** 1 Guest Rd, Oakleigh South VIC 3167

### **Saturday 10th February - Sir John Black 100th Birthday run to Barwon Heads**

Drive to Barwon Head's Hotel to Celebrate Sir John Black's Birthday. Join TCCV and TSOA and others for this event.

Meet at the BP Service Centre at Avalon for a 10 am departure.

Rock up in your Trumpy and enjoy a drive for lunch at the Barwon Heads Hotel.

Take the M1 to Geelong (do not enter the By Pass) . Stay left

Cross the Barwon River and turn left onto C121 Barwon Heads Road ( Mel Ref 452 A11)

Stay on C121. At a convenient spot the convoy leader will pull over to allow everyone to catch up.

Tail end Charlie will call through when everyone is on the C121 road.

At the Roundabout at Barwon Heads TR onto Golf Link Roads then TL onto Bridge Road.

Cross the next roundabout in Bridge Road and at the next roundabout TR into Ewing Blyth Drive and park in the car park at the Barwon Heads Hotel. Do Not cross the Bridge. Barwon Heads Hotel is at the Cnr Ewing Blyth Dve & Bridge Rd Barwon Heads VIC 3227

Telephone: (03) 5254 2201 or (03) 5254 2918

After lunch spend some time looking around Barwon Heads.

At 3 pm meet back at Hotel Car Park

At 3.15 head off and cross over the Bridge onto C129 Barwon Heads Ocean Groove Rd and follow

C129 and at the next Roundabout TR onto Orton Street (Mel 497 G1)

At the roundabout (Mel 484 C1) on the Bellarine Highway go straight ahead and stay on C129.

At the next roundabout (Mel 470 E1) TL onto the C123 Geelong Port Arlington Road and head into Geelong. Name of road changes to Ryrie St.

At the traffic lights (Mel 452 A3) on Latrobe Terrace (M1) TR, stay on this road and head home. Trust that you have had a nice drive and lunch.

Alternative Option:- On the way back when we reach the BP Service Centre at Avalon we can stop there for a cuppa or coffee.

**Please let Gary know of your intention to participate so we can wait for you? 0419367370**

**25th February 2018. RACV Classic at the Yarra Glen Racecourse Armstrong Road Yarra Glen**

If we want our TRs together we need to all arrive at the same time and I need to book space for the number of cars we display. Please let me know of your intention to attend by Friday the 9th February. Meet at 8.45 at the Yarra Glen Cemetery corner of Glenview Road and Eltham Yarra Glen Roads for a 9am departure.

### **Sunday 11th March- Run to Frankston / Peninsula area for lunch/ coffee**

Further details to be finalised. Organiser required

### **Sunday 18th March - Phillip Island Historic Racing**

Let us know if you intend to do a day trip on the Sunday

### **Tuesday 10th April - Bi Monthly Meeting - 8pm**

Venue: 1 Guest Rd, Oakleigh South VIC 3167. Note date change due to Easter.

Happy TRing – Gary Waite

## **NSW REPORT**

A quiet time after the Concours and Tassie Tour with just a few events and items of interest.

The Hollidays hosted the TR Register Christmas party (again, thank you very much) and this time made it something extra special. Kerrie is working towards becoming a Celebrant and employed those who arrived early to make videos of marriage ceremonies for her assessment. The Dobes reaffirmed their vows while the rest of us played roles of Best Man, Father of the bride etc. It was great fun although during one practice with Ian and Susie exchanging vows, Darryl the father of the bride started a contagious giggling. This tested Kerrie's ability to stay in control which she did brilliantly. We hope she won't have such a challenge in her celebrant career but we know she can stay calm and in control when all around her are dissolving.

Australia Day was held at Mal Munro's (again, thank you very much). The temperature was up a bit, probably low to mid 30s, and traffic congestion on the Hume Highway caused a delay to a few of us but no major problems. About 40 joined in the celebrations including us, Terry and Jenny Hicks, Alan Bare, Gary and Deb Johns, Brian and Gwen Richards, Bob and Rhonda Slender, Bill Newling, John and Wendy Lamond, Neil and Cathy Tribe, Paul and Sandra McEwen, Warren and Elizabeth McEwen, Alan and Cheryl Mitchell, Chris Olson, John and Joy Muddle, Russ and Kerrie Holliday, Allan Wright and Renate Polglaze, John and Elizabeth Pike, Mark Stuckey and the host Mal Munro and Robin.

An unusual and pleasant addition to the gathering was a local resident who saw the TR sign and a TR turn into Mal's street. Rick and his son Brendan went home and got their very nice TR3A to bring around. Rick had only recently acquired this car from Victoria and wasn't aware of the TR Register, I believe he had been trying to join TSOA, so he was surprised to find a group with the same passion for sidescreens that he has. A very welcome future addition to the NSW chapter!

The ex David Fitzsimons long door TR2 now with Geoff Kelly in Victoria is progressing. I spoke with Geoff last week and he has the chassis straight and nearly ready for fitting axles, suspension etc. The car was an extreme restoration case and it is great that it will be back on the road one day and wasn't parted for spares.

Our long door TR2 is currently at the Classic Factory in Smithfield. Darryl Carthew has recently completed a beautiful TR3A and has very recently finished painting the McEwens latest Doretti. Speaking with Warren and Paul at Mal's they are very pleased with the finish on their car so I am looking forward to our car progressing through the painting process.

The first step was to get the colour right. The car came out of the factory in signal red so the

search started to match the original acrylic duco colour. Viv Paine had the original factory codes but as these paints are no longer available, and the car will be done in two pack, these were of little use to actually mix the paint. However, they did confirm the signal red code as 32 so Darryl went to his classic car paint supplier and found a paint code for Triumph signal red from 1953 to 1971, also code 32. There were variations during this time as paint manufacturers came and went but they were variations on a theme so Darryl finished a piece using this code. I then asked those who might recall the original colour who said it matched what the colour they remember.

The next test was with our signal red 1970 TR6 and the books say the same codes were used throughout 53 to 71. Our car has been repainted externally in Porsche Guards Red but the engine bay wasn't painted. We polished up the engine bay on the 6 and lo and behold, the colour matches.

My latest challenge has been determining whether the long doors had seals on the bottom of the doors. Many knowledgeable people said they didn't, others said they did. A query through the TR Register UK elicited a copy of the 1<sup>st</sup> Edition TR2 (TS1 onwards) Parts List which shows the seal and part number. Subsequent photos provided by UK long door owners confirmed the existence of the seal and I have a photo of its cross section. It is a totally different seal than on short door cars and is not available through the specialist suppliers so I just have to get a match at Clark Rubber.

I am expecting lots of these detail challenges as the restoration progresses. For those interested the Classic Factory has a Facebook page where you can follow restorations.

### **NSW TR Register runs coming up.**

4 February (Sunday)	Cars and coffee St Ives Showground – 0800 till about 1130
6 February	Committee Meeting Concord RSL
7 February (Wednesday)	Pie in the Sky morning tea
21 February (Wednesday)	Common Ground at Old Razorback Inn -1580 Remembrance Driveway Picton NSW – Morning Tea about 10.00am
25 February (Sunday)	Camellia Gardens and Tram Museum – lunch at the Tea House - Names please as soon as possible
4 March (Sunday)	Cars and coffee St Ives– 0800 till about 1130
7 March (Wednesday)	Pie in the Sky morning tea
20 March	Committee Meeting Concord RSL
21 March (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am
1April (Sunday)	Cars and coffee St Ives – 0800 till about 1130
4 April (Wednesday)	Pie in the Sky morning tea
14-15 April	Weekend run to Oberon and Mayfield Gardens (organized by Gavin Rea)
18 April (Wednesday)	Common Ground at Old Razorback Inn – Morning Tea about 10.00am

Cheers for now.

John McCormack  
TR Register NSW Coordinator

# **TASMANIAN REPORT**

## **Run to Lalla and beyond - Monday 15<sup>th</sup> January 2018**

John Kay organised this run and ended up with four starters at short notice being John in the TR3A, Michael Sullivan in the TR3, Jeff Mount in the Jaguar E- type which was briefly at the Concours and Miles Judd driving John's black TR4A which he previously owned. John had a lot of suspension issues with the TR4A rectified since owning it and Miles reportedly drove it in a more spirited manner.

The route took the cars out past the northern suburbs on the east side of the Tamar River before turning right onto Lilydale Road at Rocherlea. From here another 19 kms to Lilydale with an interesting mix of ascents and descents, bends and straights. From Lilydale it was a short run westwards down the road to Lalla and the Leaning Church Vineyard where lunch was taken with wine of course. After lunch the wine tour continued as the cars returned to Lilydale and then north for another 12 kms to the Clover Hill Vineyard at Lebrina. This is situated on top of hill and has great views northwards and out to Bass Strait. Here the cheese platter was sampled along with some of the renowned product.

Appetites sated it was time to return home with the cars having put another 60 to 80 miles on their odometers.

### **Our cars**

Last time I reported about the gear selector for 3<sup>rd</sup> and 4<sup>th</sup> coming adrift from the selector shaft. In Michael Sullivan's little tin shed he was able to find me a top for my TR3A gearbox which I have been able to use and now have the car back on the road.

Michael recently took the Sullivan Special along to Penguin on the trailer to complete in a gymkhana organised by the MGCCT. His other project car the Nissan powered Austin Healey Sprite has had an engine transplant recently resulting in some improved power output figures. He is looking forward to some improved performances at Symmons Plains and Baskerville this year in the regularity events.

### **Coming Events**

Sunday 25<sup>th</sup> March 2018

12<sup>th</sup> Devonport Motor Show with MG the featured marque  
Entry – [devonportmotorshow.com](http://devonportmotorshow.com)

Monday 16<sup>th</sup> to Saturday 21<sup>st</sup> April 2018  
Targa Tasmania

Sunday 20<sup>th</sup> May 2018  
PVCC Picnic at Ross

**DAVID PEARCE – Tasmanian Co-ordinator**





**TR Register Aust. Inc.**

**19th – 21st October, 2018**

**National Concours**

**Adelaide**

**South Australia**



Member - First Name	<input type="text"/>	Surname	<input type="text"/>
Partner - First Name	<input type="text"/>	Surname	<input type="text"/>
Member - Address	Street: <input type="text"/>		
	Suburb: <input type="text"/>	State: <input type="text"/>	P/C: <input type="text"/>
Member - Email	<input type="text"/>		
Member - Phone	<input type="text"/>	Mobile	<input type="text"/>
Vehicle Registration	<input type="text"/>	State Registered	<input type="text"/> Colour <input type="text"/>

**Vehicle attending with:** (Please Tick Box)

TR2	TR3	TR3A	TR3B	Doretti	Other — Classic Car	Modern
-----	-----	------	------	---------	---------------------	--------

**Concours Class entering:** (Please Tick Box)

Originality	Excellence	Road	Display	Restoration	Competition	Derivative
-------------	------------	------	---------	-------------	-------------	------------

**Concours Bookings:**

Accommodation	<input type="checkbox"/> Y/N	Booked	<input type="checkbox"/> Y/N	Dates booked—Accommodation	<input type="text"/> / <input type="text"/> /18 to <input type="text"/> / <input type="text"/> /18
Hotel Name	<input type="text"/>				
After Tour	<input type="checkbox"/>	<input type="text"/> / <input type="text"/> /18 to <input type="text"/> / <input type="text"/> /18	PS Marion	<input type="checkbox"/>	(Please tick box if interested in cruise on 24.10.17)

Cost Summary	Per Person	No. Of People	Total
Friday Night Pre-Dinner (Finger Food & 1 Drink pp)	FREE		Dinner at own exp.
Saturday Night Dinner & Presentation (3 Courses)	\$ 75.00		\$
Sunday Lunch— Pike & Joyce Winery (2 Courses)	\$65.00		\$
Total Amount Paid with registration			\$

**Payment Options:**

Cheque Payable to: TR Register Australia Inc.

Direct Deposit: BSB 032-087 Account No. 152432 (Reference of: SA18 & Surname or Vehicle Registration)

Enquiries: David Stephens M: 0448 115 488

Email Entries: [Victoria@tr-register.com.au](mailto:Victoria@tr-register.com.au)

Mail Entries: P.O. Box 373, Oakleigh Vic 3166

**ENTRIES CLOSING DATE: 30th JUNE 2018**

## Concours Information

### Friday 19th to Sunday 21st October

Accommodation venues chosen for the 2018 Adelaide Concours are:

**Sage Hotel 208 South Terrace Adelaide and the Chifley Hotel 226 South Terrace Adelaide.** The phone number for both the Sage and Chifley is 08 8223 2800. The hotels are 2 minutes walking distance part and 10 minutes' walk to the free tram into the city CBD for shopping, Food venues etc.

- Free off street parking has been provided at each Hotel

- Room rates secured for each Hotel, **Sage** Standard Twin \$145 per night, Executives Twin \$170 per night. Full Buffet Breakfast \$15 extra per day per person, if required.

**Chifley Hotel** Standard Twin \$130 per night, King Room \$145 per night. Breakfast Continental Buffet \$10 per person per day if required.

- Free Wi-Fi for all guests.

- Bookings will be held open at these rates up to 30/6/18, after this date, surplus rooms will be at public rates and not secured.

- Each attendee is required to make their own booking and payment directly to the Hotels. To receive the above rates the Attendee is to Quote "TR Register Australia"

## Concours Agenda

### Friday 19th October

- Arrival and check in at each Hotel
- Registration, Welcome Drink and Finger Food at the Astor Hotel

### Saturday 20th October

- Concours Display and Judging
- Presentation Dinner, Sage Hotel in the Orchid Room, from 6pm to 11pm. A three course Dinner with two choices of food for each course, at a cost of \$75 per head. Proposed entertainment, a four piece band, playing Jazz and blues.
- **Theme for the Dinner, come dressed as your favourite 1950's to 1960's Television personality.**

### Sunday 21st October

- General meeting, to be held at the Sage Hotel from 9.30am to 10.30am
- Sunday lunch run, departing from the Hotels at 11am Sharp. Venue will be a Pike & Joyce Wines, 730 Mawson Road, Lenswood SA 5240 in the Adelaide Hills. Approximately 1 hrs drive through the Hills. 2 Courses \$65.00 p/person, cash bar.
- Evening Dinner—By own arrangements. Plenty of great eating places in nearby Gouger Street via free Tram

## Concours After Tour Information

### Monday 22nd to Wednesday 24th October

#### Monday 22nd October—Run to the Fleurieu Peninsula

**Note:** Accommodation for the Monday night is at the Sage or Chifley Motels. People intending to participate in the after Concours tour must book the extra night at the Sage or Chifley Motels when making their initial Concours bookings.

Depart City Motels for a run to the Fleurieu Peninsula for morning tea (pay as you go). Approx. 1 ½ hours. After morning tea Depart for a run to Goolwa (approx. 1hr ) for Lunch at a Café (pay as you go). After lunch (mid, afternoon) return to Adelaide city Motels.

#### Tuesday 23rd October—Run to Riverland and Barossa Valley

Check out of City Motels for a run to the National Car Museum at Birdwood. Cost is \$15 p/car, which allows for a tour of the Museum and exclusive use of the picnic grounds. A picnic lunch at the Museum grounds will be organised (cost TBA). Depart Birdwood mid-afternoon for accommodation check in at the Barossa Weintal Hotel complex in the Barossa Valley town of Tanunda.

**Weintal Motel** 235 Murray Street Tanunda (Ph. 08 8563 2303)

Standard room \$159 (breakfast not included) Spa room \$179 (breakfast not included)

#### Wednesday 24th October—River Murray run.

Run from Tanunda to the river Murray town of Mannum (approx. 1.5 hrs from Tanunda). At Mannum, board the PS Marion (10am) for an all Day cruise along the Murray. Lunch to be served on board the PS. (Full costs TBA depending on number of participants). If the PS Marion is not available or inadequate numbers, then a car run to several river Murray towns, with lunch at a PUB will be organised. Return in the late afternoon (4pm) for the run back to Tanunda. A farewell dinner or drinks can be organised at the Tanunda Hotel on Wednesday night for those interested. (TBA)



**THIS STAG'S  
A KEEPER!**



**THE 1850  
DOLOMITE**



TRIUMPH WORLD

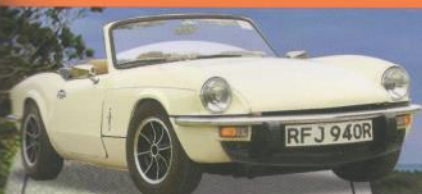
# TRIUMPH

## WORLD

[www.triumph-world.co.uk](http://www.triumph-world.co.uk)

February/March 2018

UK £4.60



**SPITFIRE**

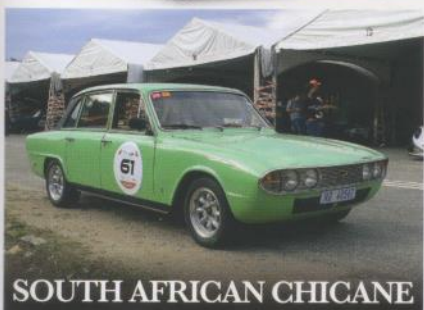
ONE CAREFUL  
OWNER FOR  
30 YEARS

## AUSSIE TR3

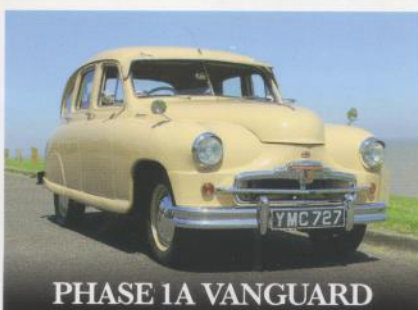
RESTORED FOR RELIABLE  
LONG DISTANCE TOURING



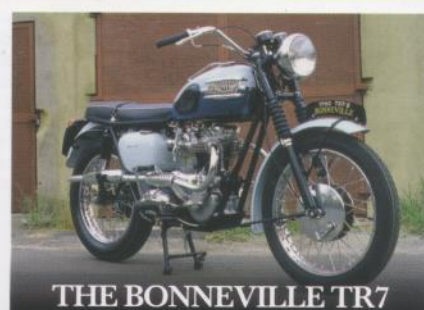
**< HERALD 1200 AND 13/60**



**SOUTH AFRICAN CHICANE**



**PHASE 1A VANGUARD**



**THE BONNEVILLE TR7**

**PLUS> TR6 REDISCOVERED • DINKY VITESSE • BUILD RECORDS 2**