

# SIDESCREEN



**Journal of the TR Register Australia**  
**No. 99** **Sept/Oct 2018**



# PRESIDENT'S MESSAGE

Hi Everyone,

I hope you are all well and taking advantage of the great weather by getting your sports cars out for a run. Unfortunately this weather is a double edged sword, making the life very difficult for our farmers such a severe drought. I hope you can dig deep to give generously with all the community support now being put in place to show our empathy and concern.

Kerrie and I could see first hand just how bad it is out there in the NSW country when we joined up with the Canberrian and Sapphire Coast members recently in a TR Tour. We met up to celebrate Xmas in July at the beautiful historic Argyle Inn in Taralga, recently featured on Sydney Weekender TV program. We had the whole hotel to ourselves and enjoyed a wonderful gourmet meal surrounded by beautiful antiques and big wood fires, all enhanced by a superb classy renovation.

The food was terrific and we really enjoyed Peter McEwan's version of \$10 Secret Santa which provided great entertainment. This surely is the essence of the TR Register, a good drive, then wonderful friends coming together from diverse parts of the country, really enjoying the company of our dear friends developed over so many years.

Driving home was yet another experience....SNOW! Thankfully the roads hadn't got icy, but our little TR wipers worked overtime to give us a small view through the whiteness beaming towards us. We made it safely to Crookwell and by then the weather subsided, giving us the opportunity to venture into the famous Lindner Sock Factory, where you see socks being made from local Merino wool on hundred year old sock making machines. I understand why our Canberrian friends had their hard tops on for the tour and an obvious asset in their winter climate.

Speaking about hard tops, I have been looking at doing mine up. I need new "cantrails" (the aluminium gutters around the sidescreens). They are unprocurable worldwide but if we can get an order of 10 sets, we might be able to get them made. So let me know if you need them.

The next Register and biggest NSW event is the All British Day held this year at the end of September at the Kings School in Parramatta. Tickets are available from Terry and Jenny Hicks. This is always a great turn out of TRs, along with over a thousand other historic British vehicles as well as an art show and fair, the latter great for the ladies.

You are most probably planning your October TRip to our National Meeting in South Australia and preparing your cars. I am sure we are all looking forward to catching up with all our friends and enjoying all the events David Stephens and his team are preparing. By all accounts, the venues will be wonderful and provide a terrific platform for the meeting and after tours to ensure a really enjoyable holiday in SA. So I hope you have a safe TRip in your polished up treasured sports cars ready for final detailing for the Saturday Display, at the beautiful seaside venue and along side the SA TSOA display, which should provide a really big TRIumph display. I think it's terrific to coordinate the day with TSOA .

There will be a number of groups heading to Adelaide. Some of us are travelling on Wednesday to Albury, then Thursday via Bendigo to Horsham, and then on Friday to Adelaide, via Bordertown. On the return a group of us will check out the Painted Silos in Victoria, featured in a previous Sidescreen.

If you want to join a group contact your state coordinators. Have a great TRip and I will see you in Adelaide.

BesTRegards,  
Russell Holliday,  
President

**Front Cover:** TR2 as found in Dublin after 37 years in storage.

# MEMBERSHIP REPORT

Hi Folks,

All membership renewals have been processed and membership cards have been sent out for all people who have renewed. If you have not received your membership card and believe you have renewed, please contact me by email or phone, we have had at least one case of Australia Post losing the card. This is especially important for any members on club plates as they must be financial.

Please send all renewals and queries to  
TR Register Australia  
PO Box 457  
MOUNT MARTHA  
VIC 3934

2 new members since my last report :-

VIC – Gary Frencham from Waurin Ponds re-joined with a TR3A.

QLD – Gary Jackson from Newport new owner of Rob Noonan's TR3A.

The last couple of months have been windy and showery here so the TR is suffering neglect. A bit of warm weather will help the enthusiasm to out and driving.

We have relatives out from UK come here to cool off after the heat in UK, not the usual way it works.

Tony

## TR REGISTER AUSTRALIA EVENTS

### National

Oct 19-21 2018– National Concours Adelaide

Oct 22-24 2018 —After Tour

### Victoria

Sept 9– Concours Shakedown run

Sept 16 - Beaumaris Car and Bike Show

Oct 2– Bi-monthly meeting

Nov 18- Christmas Lunch Run

### NSW

Sept 2 Cars and coffee St Ives Showground – 0800 till about 1100

Sept 5 Pie in the Sky morning tea

Sept 19 Common Ground at Old Razorback Inn – Morning Tea about 10.00am

Sept 23 All British Day Kings School Parramatta

Oct 3 Pie in the Sky morning tea

Oct 7 Cars and coffee St Ives Showground – 0800 till about 1100

Oct 17 Common Ground at Old Razorback Inn – Morning Tea about 10.00am  
(for those not going to Adelaide)

Nov 11 Kiama Auto Expo 9-2.30 Kiama Showground

### ACT

Oct 5 Breakfast at Doubleshot Café, shop 7 Deakin Court 9am

### Tasmania

21– 23 Sept 2018 Baskerville Historics Baskerville Raceway

21<sup>st</sup> Oct 9.30 -1.30 Predominately from Britain to 'Bunna Car Show

24<sup>th</sup> Mar 2019 Devonport Motor Show

### Queensland

Sept 23 All British Day Brisbane



## EDITOR'S REPORT- A CONDENSED REPORT

Of late there have been several mentions of the failure of modern replacement parts. I was aware that cars have a "condenser" or "capacitor" if you prefer. I never knew what they did and never replaced one till some time ago the TR started to miss at over 3000 rpm. That's not a problem as that's over 60 mph on the open road.

I mentioned it to a mechanic who said "Dud condenser", replaced it and away I went. Some time after that the same problem was raised on the forum and the problem was solved. Not long ago I had some work done on the car and they had trouble tuning it. Without my knowledge they gave it new plugs, points and condenser.

Condensers can be sneaky. The new one came good until I was headed for Albion Park and the car started to miss and ultimately glided to a halt on the motorway. I called for the NRMA and waited. In the glovebox I then found another condenser and fitted it. The TR burst into life just as the NRMA man arrived. He ran down the road waving a condenser. He knew that a broken down English sports car would need that.

Do you realise that every NRMA van carries a condenser with alligator clamps? His question was, "Did it miss over 3000 rpm or was it like you were running out of petrol?" "The latter", I replied. "Always tricky", he agreed.

I went onto the web and found an article where a fellow dissected several modern condensers and found them to be cheap and nasty and proceeded to investigate quality replacements. Just Google, "Condenser Failure in Conventional Ignition Systems. Steve Maas". Looks like a project for Rob Bradford. In the meantime buy a six pack.

Terry Hicks.

### **All British Day; Kings School; 23/9/2018.**

John McCormack usually arranges the tickets for this event but he will be overseas this year and has asked us to take over. We already have sold ten tickets.

Should you want a ticket please contact us. (\$10)

The T.S.O.A is striving to have 100 Triumphs on display this year; they need your car!  
The Editors. (Terry & Jenny).

## DEFEATING THE PRINCE OF DARKNESS

A few months ago, before our recent trip overseas, I noticed on Ebay, that there were Triumph TR Series Genuine Lucas 7" Sealed Beam Halogen Conversion H4 Headlights. They cost about \$160 delivered and arrived just before we left. I went to Supercheap and bought the best H4 globes as well new sockets to suit the H4s.

On our return from our travels, it was not a big task to change over the sockets and fitting the new headlights into the original headlight outer units and refitting them into the body.

Leaving the chrome rims off and putting the TR next to our sedan, aiming the new lights to match the same distance as the sedan headlights.

After attending the wonderful Register run to the HARS Aircraft Museum at Albion Park, we had the first real use of the new headlights. What a success! Good as any modern car and defeat of the old candle powered lights of Mr Lucas!

Russell Holliday

## WEBMASTERS REPORT

"I have parts of Bluey scattered all over the workshop. There is one goal in mind. Get it all back together for Adelaide.

Lots of nice stuff being sent in along with photos of some interesting cars. I try to get these up as quickly as possible and I thank all of those members who are sending them in.

Please consider updating the details of your car for Tony Knowlson on the database and myself for adding to your gallery page. The database is confidential and is for the sole purpose of providing an historical record of your car. The gallery page is public so we don't include any personal details or specific addresses - just the State you are in (no, no ... not that sort of state ... just the geographical one!)

Regards all and see some of you in Adelaide,  
Rick Fletcher

## 2019 CALENDAR NEWS

Thanks to everyone who submitted photos for the next edition of the calendar, 90 photos were received this year just short of the 97 from the previous year. The quality of all of the photos was excellent and provided a testing time for the judging panel.

The chosen 13 were submitted by the following members:

Robyn and Bob Adams  
Paul and Rita Bingham  
Tracey and Ian Cuss  
Lesley and Terry Goodall  
John and Pauline Kay  
Greg Parker and Judy Russell  
Brian and Gwen Richards

Robert and Gail Allen  
Judy and Keith Brown  
Jack and Jenny Gault  
Jenny and Terry Hicks

Kim and Gavin Rea  
Joseph Zbukvic

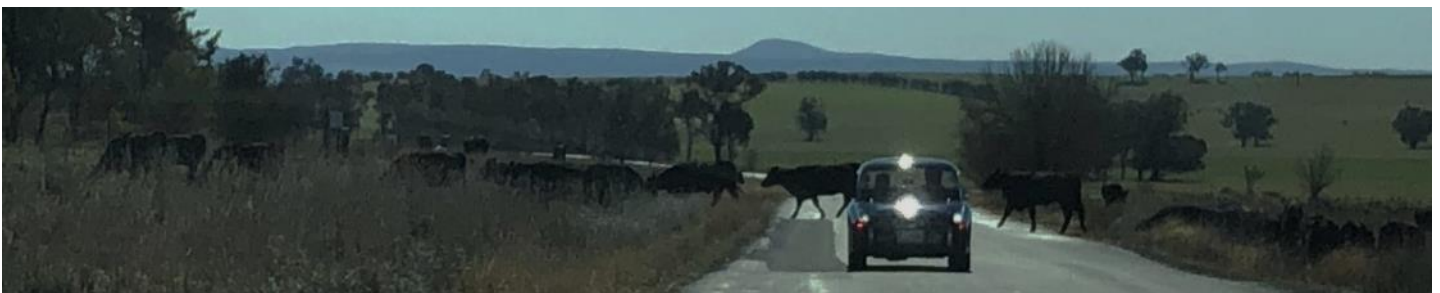
Literally an A to Z of members.

These members will receive a free calendar, mailed to those not going to Adelaide or collected in Adelaide by those attending the National Meeting.

This was a limited edition with only 50 calendars ordered and the balance will be available to buy at the regalia table in Adelaide. The price is \$13 per calendar and depending on demand could be limited to 1 per person.

If enough people are interested an additional print run is possible with the price including postage to be around \$20, anyone interested in obtaining a calendar who won't be in Adelaide should contact Bob Watters via [watters@tr-register.com.au](mailto:watters@tr-register.com.au)

Thanks to everyone who participated and hopefully there will another edition next year.  
Bob Watters



Brohans cows?

# ADELAIDE NATIONAL MEETING PROGRAM 2018

To all TR Register Members.

The following is the proposed program for the 2018 National Meeting and after tour. Details such as maps and things to do and see, whilst in Adelaide and its environs will be available in your information packs when you pick them up at registration.

At the time of preparing this summary there were 59 Sidescreen TRs and derivatives, registered to participate in the National Meeting display. Apart from Sidescreen Triumphs on display at Wigley Reserve Glenelg, there will also be a display of at least 30 Triumph saloons and other sports models, from the SA chapter of the TSOA. A great opportunity to show off the evolution of the Triumph marque to the general public.

Over 100 people have registered to attend the Friday night nibbles and drinks at the ASTOR hotel and the Saturday night presentation dinner at the Sage Motel.

Entrants from as far as Qld and WA will be travelling in their cars to Adelaide.

Have a safe journey and we look forward to meeting you all.

David Stephens

**A call out for Judges for Adelaide.**

An email to [cussbus@gmail.com](mailto:cussbus@gmail.com) expressing interest in judging would be appreciated.

A meeting will be held on the Friday afternoon at 4.30pm for all judges.

Ian Cuss

## Friday 19th of October

**2.30 – 6pm:** Check in at Motels (Sage and Chifley)

**6.30 – Till Late:** Registration and Welcome Reception at the ASTOR Hotel (437 Pulteney Street Adelaide) on the Balcony.

Complimentary Finger food, Drinks and Dinner available from Hotel at own cost.

## Saturday 20th of October

**8.30am :** Depart from Motels to Display ground at Wigley Reserve Glenelg

**10am** Judging Starts

**3pm Display ends,** cars to depart for Motels.

**6 to 11pm:** Presentation Dinner at the Sage Hotel. Proceedings will begin at 6.30pm sharp. Come dressed as your favourite 1950s 60s Television Star.

## Sunday 21st of October

**9 – 10.30am** National General Meeting. Meeting will be held at the ASTOR Hotel, upstairs.

**11am** Depart Motels for Lunch at the Pyke and Joyce Winery in the Adelaide hills. Lunch will be served from 12.30pm.

## After Tour Program Monday 22nd to Wednesday 24th

### Monday 22nd of October

Tour from Adelaide to Goolwa

**9 am** Depart Hotels for Morning tea at Strathalbyn (Travel time 1hr)

Have a coffee and cake break in the High Street Strathalbyn or visit one of the many Antique stores. Also available is a visit to Collectable Classics Cars 5-7 Rankine Street.

**11.30am** Depart Strathalbyn for Goolwa (Travel time 30mins)

**12.30pm** Lunch at Hector's Café, Goolwa Wharf

**2pm** Free Time at Goolwa, visit the Goolwa Motor Museum, 45 Gardiner Street Goolwa. Tour from Goolwa to Pt Elliott to Victor Harbour. Return to Adelaide at your leisure.

**Evening Dinner:** Free time, take a free tram ride into the city and visit one of the many Cafes and Restaurants in Gouger Street or King William Street.

### Tuesday 23rd of October

**10am Check out** of City Motels for Morning tea at the Lobethal Bakery Woodside (travel time approx. 1hr).

**11am** Depart Woodside for the Birdwood National Motor Museum (travel time approx. 20mins) Photo Shoot of Cars outside the Museum Entrance

**12pm** Lunch at the Museum plus viewing of the Museum displays.

**3pm Depart** Birdwood for Check in Weinthal Motel Tanunda (travel time approx.. 40mins) Evening dinner own arrangement at one of the many eating venues in Tanunda.



### **Wednesday 24th of October**

**8.30am Sharp** Depart Tanunda for Mannum Dock and Paddle Steamer Marion cruise. (travel time 1hr.)

**10am** Board Paddle steamer Marion for Cruise on the river. Lunch on board.

**4pm** Arrive back at the Mannum Dock and return to Tanunda Motels

Note to all National Meeting Participants, if you have a valid **seniors card** from your home state, the advice is that this will be useable for free public transport in Adelaide. Instructions as to how to validate your card when you get to Adelaide and the conditions of use will be available at the time of the National Meeting registration.

## **DIFFERENT TRAFFIC REGULATIONS IN SOUTH AUSTRALIA**

All members driving to The National Meeting in Adelaide need to be aware of differing traffic regulations in South Australia to their home state. This article is only to raise awareness and members need to take responsibility themselves for a full understanding of local rules and regulations.

Here's a sample of some of the more obvious ones.

There are different types of pedestrian crossings in South Australia.

1. Koala Crossings - these are in school zones and feature red and white posts with yellow flashing lights. The speed limit is 25kph.
2. Emu Crossings - similar to Koala Crossings but have Children Crossing Flags instead of flashing lights. The speed limit is 25kph.
3. Wombat Crossings - these are pedestrian crossings on a raised section of road. The speed limit is 40kph.

There is also a 25kph limit when passing a school bus that is letting down passengers, this applies to vehicles travelling in either direction to the school bus.

The speed limit when passing a stationary emergency services vehicle with its warning lights flashing is 25kph, this applies to vehicles travelling in either direction to the stationary emergency services vehicle. Emergency services vehicles include police, fire, ambulance and SES vehicles. In other states the speed limit is 40kph.

There is a minimum 1 metre clearance for cyclists which increases to 1.5 metres when exceeding 60kph.

Remember it is an individual driver's responsibility to know the local regulations.

Have a safe trip.

Bob Watters



## HISTORIC WINTON MAY 2018

Four Triumphs competed at Winton Historic Meeting this year, -Andrew Gibson (TR3a), David Orchard (TR2), Ian Watt (Triumph 2.5 PI Saloon), and Gordon Bunyan (Triumph Spitfire).



Northeastern Victoria on a fine winter's day is special,—bright sunshine, 20 degrees, no wind, — perfect older British car race weather!

Private practice was available on Friday, and I managed to run 2 sessions to remind myself which way everything went, and to ponder the foibles of Winton Short Track. The car went beautifully, and I left the track with the expectation that the results for the next 2 days would be determined largely by the driver, and not the car.

I have always found Winton challenging, and at times, frustrating, but in 2016, it “clicked”, and I achieved a time of 1.11, and won the Stan Jones Memorial Trophy for Sa Sports cars.

In 2017, it did not “click” for me, but it did for Mike Heaton, (TR3a), and he took home the coveted shield.

I hoped and felt 2018 could be a repeat of 2016.

A discussion with Gerry Lawson over dinner about Turn 3, the most important corner at Winton was very helpful. (see attached pic, inside wheel up)

Qualifying was on Saturday morning, all Triumphs coming through with no major issues, and the feature race for Group S cars, 10 laps, was in the afternoon. I started just ahead of David, but in a mess in turn 1, through all the blue smoke, I saw David sail past me!

Bloody Hell,—this was the (Stan Jones) trophy race and therefore a very serious matter. I did my best, and eventually got up the inside of David at the end of the straight before the s's and David, being the English gentleman that he is, allowed me through, —although afterwards he wondered why he did this,—(hard -wired as a gentleman I believe.)

The converted Stan Jones Memorial Trophy for Sa Sports Cars was mine once again!



(My wife was delighted, but still resists this wonderful icon being displayed anywhere in the house)

There were 2 races on Sunday, and David and I had trouble-free runs, and a lot of fun. I got into low 1.12's, —sadly not into 1.11's as in 2016, but I guess “the older I get, the faster I was” is the reason. I believe David's times were better than he had achieved before.



Ian Watt ran his immaculate Nb Triumph 2.5 PI after an absence from racing of 4 years, —due to pressures of work and recently bestowed International fame in his field, (not Historic Racing)

The 4 year lay-off was used to make improvements to the car, but to Ian's dismay, he was 4 seconds slower than 4 years ago! See what happens if you stop. Happily, the problem was not Ian, but the car,—slipping clutch, later found to be due to co-axial clutch release malfunction.

Easier to fix the car than the driver.—watch this space.

Gordon Bunyan was there in his yellow Sb Spitfire, after an absence of 4 years also. He was very pleased to finally achieve reliability, and reports improvement in lap times over the whole weekend, and no failures.

The crowd pleaser in the last race was Gordon's spectacular “off” Turn 2, first to the outside, then across the track, and onto the inside,—Gordon told me it was “elegant”—??

The cream on the cake for me was the award for Best Presented Sports Car, judged by the scrutineers, and there were some pretty heavily indulged sports cars there that weekend.

Fabulous weekend, well organised, helpful and happy Austin 7 folk, good weather, great safe racing, no failures, and brought home the bacon.

Andrew Gibson

## LOST TR ROADSTERS RE- DISCOVERED .....

I started drafting this “piece” earlier in the year, following a fascinating article of a TR2 which was found in Dublin, Ireland after being in storage for some 37 years coming to my attention. The TR2 was discovered in an old coach-house along with a MG –TD, a pre-war Ford saloon, a 1930s Morgan plus a number of British and Italian motorcycles from the 1960s.



The amazing thing was that the Triumph TR2 still in reasonable condition was one of the most famous TRs in Ireland , the ex –Works TR2, Registration number IT - 3714, Engine No. TS 6752E. Nothing had been disturbed for 37 odd years and as you would have expected it did not look a pretty sight when all was revealed when the doors of the coach-house were opened again. Fortunately the coach-house was weatherproof so it could be considered the TR had been housed in a dry storage area .

I learnt, that each TR was allocated to a regular driver ; the legendary Paddy Hopkirk in TR2, PRI 222, Raymond Laird in TR2, IT 3714 and Gerry Reid the TR3, EIF 330. Unlike Australia, in Ireland as in England a registration number is usually attached to that vehicle for its entire life so it only required

minimal research to establish the TR2s identity (and its legendary background ). It was soon uncovered that the TR2 had been rallied extensively in Ireland and in the United Kingdom; making this incredible barn find a “once in a decade find ” for a TR enthusiast.



Another incredible Triumph TR find was in the Netherlands and that of the Black, TR2 with Geranium interior ( TS 53 ) that launched the TR roadster in the USA at the Ambassador Hotel, L A back in 1954. The TR2 “show car” had been placed in storage circa 1968 then on-sold in 1994 to only be returned to storage by its new owner, who then refused to sell it, until quite recently.

Then came the twist to my “draft piece” when not long after learning about the Irish TR2, and the TR2 USA show car re-appearing, Shannons here in Melbourne conducted their inaugural Shannons Survivor and Barn Show Spectacular at their Heatherton showrooms in March, 2018. Not all of the every-day marque vehicles on show were rusted or covered in layers of dust or had been extracted from their suburban or rural “tombs” ?

Then more recently, our very own “ Doretti Brothers” here in Australia wrote about their find of a lost local Swallow Doretti in a recent issue of our journal “Sidescreen” . Then to top that off, Geoff Kelly in Victoria, rang me in connection to a rather historic TR2 which had lain about in pieces for a long period had come into his possession. Then several weeks later Geoff was on the phone again, what did I know about a 3A ( TS 81592) which had a bit of a competition history and had now re-surfaced and for sale. It is obvious that there could be other Australian delivered TRs out there forgotten about in a shed or under a tarp just waiting to be re-discovered by a new custodian ?



Strictly speaking, thanks largely to the men responsible Ken Richardson and Harry Webster and their respective teams, the sidescreen Triumph TR2/3 are well built, ( just take the recent rebirth of the Jabbeke historic TR – MVC 575 and of TS 2 and TS 1) and remain a highly sought after icon of today's classic sports car movement .

GRAEME WHITE

## TRAVELS IN IRELAND

Sue and I have been in Ireland for a reunion of Sue's family and have been able to meet up with TR Register Ireland members while we are over here.

Patrick McMahon, the TR Register Ireland President, contacted me via the TR Register UK forum when he saw we were coming over his way. We started an online conversation and as I have been seeking answers on my project TR2 he suggested we try to meet up with Jackie Cochrane in Armagh, a well known Register member who raced a TR3A and now owns an ex works TR2. I contacted Jackie who said he would be delighted if we were to drop in.

The reunion was in Letterkenny, Co Donegal, so before the reunion got underway we drove the 1.5 hours down to Jackie's home and business, JC Restorations, just outside Armagh town. What a surprise was in store. While Jackie owns an ex works TR2, the subject of Graeme White's article, his car collection went way beyond the little Trumpy awaiting restoration.



Jackie is well known in Ireland for his classic car restoration business, his car collection and his very successful campaigning on the Irish and UK race circuit of a very potent (500bhp he tells me) Sunbeam Tiger. The Tiger, a superbly finished example with concours body lines, has been clocked at over 150mph. He previously raced an incredibly quick TR3A against people like Reg Woodcock who I recall was often mentioned in the UK Thoroughbred and Classic Car magazine in the 1970s as unbeatable in Historics against Astons and the like.

Jackie, an electrician by trade, has been acquiring and restoring cars for many years both as a business for other owners and for his own collection. I have attached some photos of his outstanding collection of British classics. He seems to like acquiring cars with some special history, one of the 3 Sunbeam Tigers he owns was owned by Chris Amon, the ex Kiwi F1 driver and Le Man winner with Bruce McLaren. The SS100 is an original 1938 (from memory) example and was my favourite.

The TR2 looks rough but is all there and is actually quite solid. Jackie says he will use all the existing body parts in the restoration. While it is an ex works car it is pretty stock with very few obvious modifications.



Ireland received their TR2s as CKD kits so the detail like brake and clutch pipe runs don't necessarily follow factory cars. The car has a 3A bonnet with 2 vents. I found when restoring my long door TR2 that the TR2 bonnet is fractionally shorter than the later cars (which explains the lack of panel gap in my BRG car that has a 3A bonnet). Jackie's car also doesn't have a gap where the bonnet meets the apron.

Except for the MGA all the cars in the photos are Jackie's personal cars. In addition to this lot there was an XK150 and Sunbeam Tiger in the workshop getting some repairs. The cars were acquired over the past 30-40 years in various states of disrepair and restored in his workshop, albeit with some bits like trim bought in usually from the UK. The restored cars are all superb examples usually restored to as original as is practicable (the TR6 has Webbers instead of PI although he is now considering restoring the PI with a Bosch pump). I expect his works TR2 will be a stunner as well.



Jackie and his wife Patricia are a delightful pair and pretty soon we were chatting about cars and all sorts of stuff. They invited us in for morning tea in true Irish tradition with homemade scones, jam and cream with our tea. I had failed to get a suitable gift from our regalia before we left Australia but had a couple of TR Register Australia lanyards to sort of return the hospitality.

Sue and I had dinner with the TR Register Ireland President, Patrick McMahon, on Wednesday night.



Pat is a very friendly chap, drives a TR3A which he has owned since 1972. He is a regular visitor to Australia so we will get him along to an event next he is out.

Pat very kindly presented us with a TR Register Ireland shirt as a memento of our visit. Attached is a photo of Pat giving the shirt to Sue and one of Pat and I after dinner and a few bevs in Temple Bar, Dublin.

Cheers  
John and Sue  
(Roving Ambassadors)



## WHY IS IT SO?

During my previous encounter with a bottle of red and a good TR friend we determined that the question of which TR Gearbox oil could and should be clarified. He was able as all good teachers are, to do just that.

The first "why is it so", could be this, back in the 50s manufacturers had a limited choice on the shelf, SAE 90 or SAE 30w 40 "SC" engine oil. This "SC" had a lubrication quality a little better than fish and chip oil.

Fast forward to 2018, with high quality non synthetic oils available now, a far better choice can be made, however there are still fundamental issues of mechanical design which lead us step by step to the conclusion of which oils are suitable and which are not.

If we look closely at the syncromesh operating principle, first and obviously the syncro ring or baulk rings rely on friction to work.

Their function is to match the speed of the input shaft (+ clutch disc) and the other gears very quickly. This could mean a difference of perhaps 2500rpm in 1/2 second with a gentle shift or 1/10 second with fast forceful shift.

The clutch disc alone has considerable mass to change speed that quickly, so the syncro ring is going to absorb a lot of energy. One can see it has grooves on the (inner tapered) friction surface to cut through the oil film in much the same way as a good tire displaces water on the road to give good traction.

Oil that is too thick would slow this displacement so that if the baulk ring is not synchronised with gear speed, the baulk ring will prevent the sleeve engaging make gear shift difficult or impossible.

TR gearboxes have smaller syncro units than modern gearboxes so they need all the help possible

The synchronizer ring is thus also called a "baulk ring" (or brake ring).

This diagram illustrates how the lobes line up/or, not to allow or prevent the sleeve to engage the gear.

Another consideration is the overdrive. This unit is similar to an automatic transmission in that it relies on oil flow and specific pressures through some very small passages or orifices.

Viscosity has a direct relationship with flow at a given pressure so unwarranted resistance reduces pressure and flow, which is why Automatic transmissions use special oils and not SAE 90.





There are a series of holes along the cylinder wall that connect to a passage to a chamber around the mainshaft for lubrication. The holes are exposed when accumulator is pushed past these holes, allowing fluid to escape from the accumulator. These holes are the pressure relief mechanism. The nominal pressure required to push the piston to the holes is 360 psi.

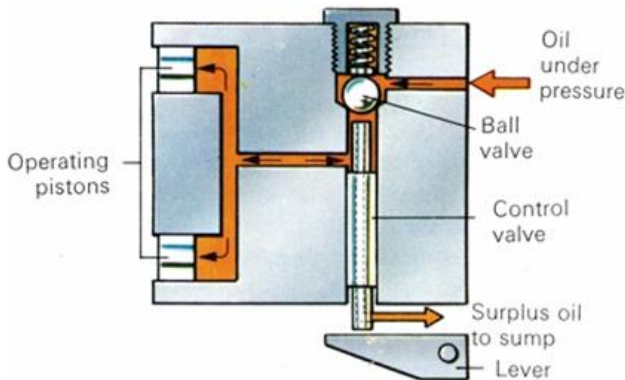
The later ODs (models #22/1753 & #22/1985) use a different accumulator as shown in photo on right. An "accumulator housing" (top left in the photo) slides into the cylinder in the casting in place of the piston in the early accumulator. A smaller piston (top right) fits in the housing. A spacing tube (middle of photo) holds the accumulator housing in position (otherwise, when fluid is pumped into the cylinder in the casting, the accumulator housing would be pushed out just like the piston in the earlier design). Pressure relief holes are located in the recess just to the right of the O ring, one of which is visible in the photo. A somewhat smaller spring is required to



Very small Hole



Another Consideration is the pump, which has to draw in oil very quickly. For each cycle the piston, moves down .05 inches pushing against the spring and then after the input slit is sealed, an additional .1 inches pushing against both the spring and the 450 psi accumulator fluid pressure.

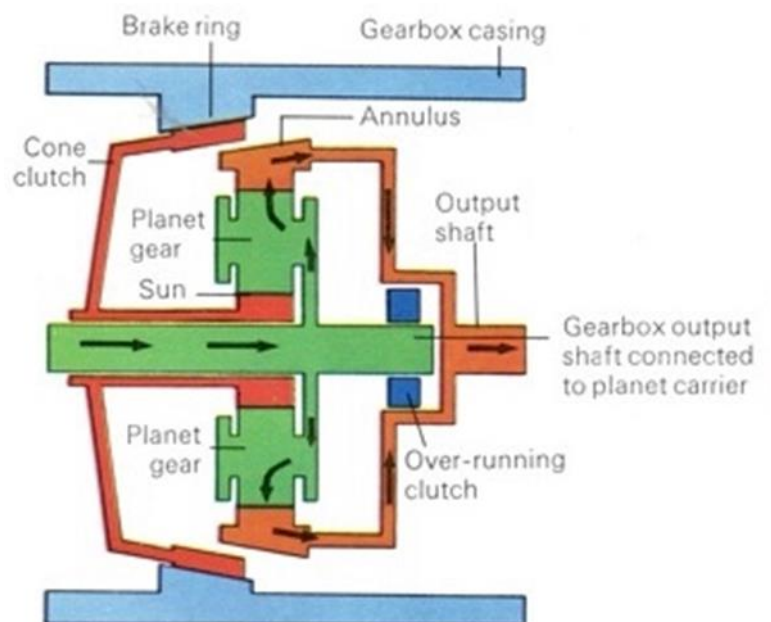
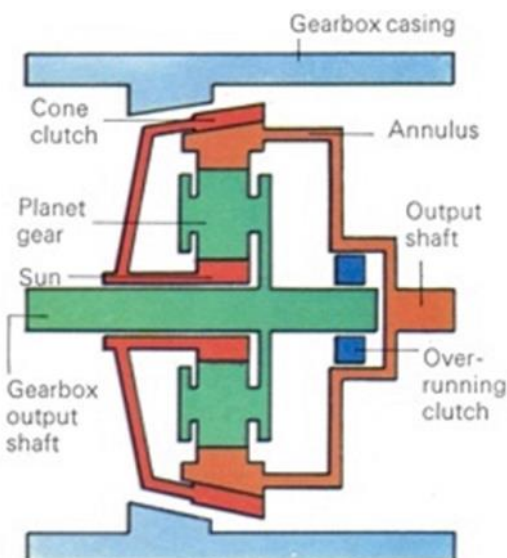


Laycock Overdrive A and D Type cone clutch, which was operated by hydraulic pressure. Pressurized oil is fed to the positions when the solenoid lifts a lever and raises the control and ball valves.

Imagine drawing honey rather than water into a syringe and one can see that trying to pump 90 grade rather than 30 grade is likely to be a problem.

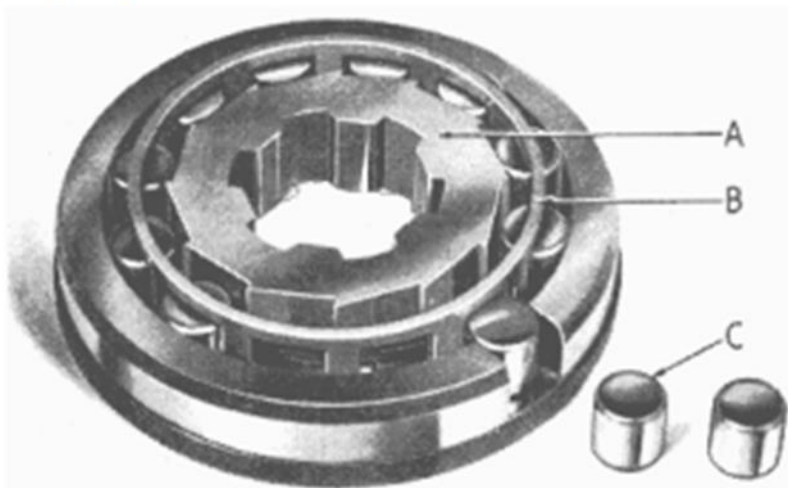
Then there is also the issue of how the pressure is controlled, using very small bleed holes in the accumulator pistons to allow oil to bypass.

Lubrication is by escaping oil from the accumulator, so changing the viscosity will also be detrimental to





Another critical small orifice which suffers the same peril is where the oil is directed into the pistons to activate the cone clutch and engage or disengage the overdrive epicyclic gears.



There are a number critical friction surfaces in an overdrive unit, which once again need to displace the oil in order to work such as the one way clutch and the main cone clutch, relying on friction to work.

## THE LAYCOCK DE NORMANVILLE OVERDRIVE UNIT CARE AND LUBRICATION

The oil in the overdrive is common with that in the gearbox. The oil to use is ordinary mineral oil in the following grades :

Normal summer climates	— S.A.E.30
Normal winter climates	— S.A.E.20

Under no circumstances should extreme pressure gear oils be used, because the centrifugal effect of the planets may separate some of the additives from the oil and cause sludging. The oil capacity of the gearbox and overdrive unit is as follows: —

Standard Vanguard and Triumph Renown	— 3.5 pints (2 litres)
Triumph TR2	— 3.5 pints (2 litres)

The correct level must be carefully maintained. It will be necessary to remove the

drain plugs from both gearbox and overdrive unit to drain them, but refilling is done through the gearbox only.

Refill the gearbox with oil after draining and then drive the car a short distance, after which top up with oil because some of the oil will have been taken into the hydraulic system. Do not run the car with no oil in the unit because air may enter the hydraulic system.

Cleanliness is the keynote to satisfactory performance of any hydraulic system. The smallest amount of dirt or "fluff" from a wiping cloth which finds its way into a valve will cause a great deal of unnecessary difficulty. Pay particular attention to the clean condition of the oil used for filling, and carefully clean all around the filler plug each time before removing it. Regular attention to these small details will be rewarded by long and trouble-free service.

This instruction from the Laycock manual sums up the oil selection in a few words, however with modern engine, oils as mentioned above, there are many variants which seem to work just fine. I note from personal experience that a 20W50 engine oil does need to warm up a bit before 2<sup>nd</sup> syncro works as well as the others which in my mind backs up my friend's explanations. After all this we are left with a conclusion.

Even the finest red might only encourage more discussion and more red wine.

Cheers Rob Bradford

# CANBERRA CAPERS

Hi Everyone.

Our "Christmas in July" tour took place from 17 to 21 July 2018, leaving Canberra and touring through south western New South Wales.

We had 6 couples taking part, 2 from Canberra and 4 from the South Coast. We left Canberra for Forbes, first stop in Binalong to see where Terry Goodall worked before heading to Murrumburra for morning tea in the Terracotta Café. The food and coffee was great and this place is highly recommended if you are ever out that way. We were spotted coming in to town by the local journalist from the Twin Towns Times who asked a lot of questions about our cars and where we were off to. She also took some photos of the cars. The article was to appear in the Thursday 19 July edition but I don't know if we made it as I could not find it on line (and I could not find it amongst the National papers in our local newsagency!!)

From Murrumburra we headed for Grenfell for lunch, stopping at the Lambing Flat Chinese Gardens in Young on the way. These gardens were built to commemorate the contribution made to the local community by Chinese immigrants in the 1860's. It is a very peaceful place. We also called through Monteagle to see where Claire Brohan was brought up before coming to Canberra.

After a non-descript lunch in Grenfell we stopped at landra House, a castle built on the outskirts of Grenfell by a rich Englishman with the hopes of having the Queen stay there when she visited Australia. Unfortunately for him, that never happened and it has since had a variety of uses, including being used as a boys home at one stage. After leaving landra we headed to Forbes.

We arrived in Forbes mid-afternoon where we booked into our Motel and then some of us headed off to happy hour in the RSL across the road. The others toured the shops and later joined us for dinner. We were also joined by David Pearce who had been touring Australia in his Subaru calling in on as many TR members as possible having clocked up around 4200 kms by that stage. He had just left Chris Olsen's place and was heading to Canberra (Wamboin) the next day to catch up with Paul McEwan and then making his way back to Tassy. It was nice that David could catch up with us.

Next morning there was an option to go to McFeeters Motor Museum or have free time in Forbes before leaving for Parkes. David had been to McFeeters the afternoon before and was not overly impressed so we gave it a miss.

We made our way to Parkes to visit the Elvis Museum and the adjoining car museum. Whilst the Elvis museum was interesting, it was also disappointing as many of its world class exhibits had been removed and relocated to a museum in Las Vegas. The car museum was quite small but displayed some beautiful vehicles, some of which were restored and cared for by an old mate of Rick Fletcher's.

After lunch we headed to Canowindra for the night, staying at Eddy's of Canowindra, a refurbished convent which is ideal for groups. We had our customary drinks and nibbles on the rear deck before making our way into one of the local pubs for dinner.



We left next morning (after scraping the ice off our windscreens) for Wyangala Dam where we stopped for a photo. The dam water was probably 10 to 15 metres below the top of the dam wall, a testament to the recent drought in the west. We then headed off to Crookwell for lunch at the Chataway Café where we were joined by Russell and Kerrie Holliday before leaving for Taralga. The road from Crookwell to Taralga was well suited to TRs and also very scenic.

In Taralga we stayed at the Argyle Inn, an old pub built in the 1800's which has been beautifully restored and boasts eight bedrooms with ensuite bathrooms, a bar area with a 10 metre long Marble bar





and a large dining room and smaller sitting room, both serviced by an open fire. The Inn is not normally open on Thursdays, but after some sweet talking by Graham Brohan they agreed to open it for the night for our function (I think it helped that we were filling all but one room).

The 4 course meal was outstanding and the company was great. The night had a really nice feel to it and we had a lot of fun amongst old friends. There was a revamped secret Santa that also provided some light entertainment on the night. I found it quite amusing that some people can be so possessive of a \$10 gift!!



We left for our respective homes the next day on a very cold, sleety morning. It rained all the way to Canberra for us and Russell and Kerrie encountered snow on their way back home. The only drama we encountered was when Bob and Cherry Watters car did a wheel bearing on the Clyde Mountain on their way home. Luckily they were accompanied by Terry and Leslie Goodall who were able to assist in organising a truck to get the Watters and their car home.

The trip was most enjoyable and well organised by Graham Brohan with some lovely TR roads and plenty of down time.

We also had our local Canberra bi-monthly breakfast on Saturday 18 August at the 1882 pub in Hall. It has recently been renovated and is a good venue for pub meals and atmosphere. They recently started to do weekend breakfasts so we thought we would give it a try. We had twelve members turn up and we had a nice catch up morning.

### **Coming events**

Our next **breakfast** will be on 6 October 2018 at the Doubleshot Café, shop 7 Deakin Court, starting at 9.00am. It is in the old Deakin Shops area on Hopetoun Circuit.

**Concours** We have possibly three cars from Canberra going to the Concours in Adelaide which is the smallest contingent for many years. We will, however, be accompanied by two members from the South Coast and we are all looking forward to catching up with everyone again for what should be a great event..

Kind regards  
Peter McEwan  
ACT Coordinator



## TASMANIAN REPORT

Having spent late May, June and most of July on the big island I haven't any activity to report on locally.

In my absence there had been a lot of rainfall and winds and on the return journey home from the ferry there was a lot of surface water on most paddocks. The July rainfall for Launceston was nearly 5 inches. This contrasted quite sharply with the conditions I observed on the NSW South Coast and more so west of the Blue Mountains which was particularly drought affected.

Soon after I returned home there was an announcement that Tasmanian farmers were sending 1100 bales of hay across the Strait and up to the drought affected areas.

My trip to the mainland was principally to catch up with Jean's siblings and families near Sydney and on the Sunshine Coast. In between those destinations I was able to enjoy the warm hospitality of some Register members, do some "car stuff", catch up with other cousins and other non car people from the way back and take in the scenery.

My Register hosts were Bob and Robin Adams at Cobungra, Rick and Joan Fletcher at Kalaru, Rob and Jude Bradford at Fingal Head, Chris Olson at Laffing Waters, Paul and Sandra McEwen at Wamboin and Graeme and Vivian White at East Ringwood. Also managed to fit in lunch with Bob and Cherryle Watters, Terry and Jenny Hicks and Russell and Kerrie Holliday at their homes.

The "car stuff" category included a first but not last visit to the Winton Historics, impressed with the competitor and spectator numbers, the variety of cars competing, the static displays and the stalls. Ticked a few more car museums off my list with visits to the National Motorcycle Museum at Nabiac, the Gosford Classic Car Museum, the Parkes Antique Car Club Museum and McFeeters Car Museum at Forbes. The Nabiac museum has around 500 motorbikes and a small collection of veteran and early vintage makes most of which had disappeared by the end of the 1920s. But there was also a few more modern cars including a Morgan and a Triumph GT6. Gosford has a very impressive display situated in an ex Bunnings Warehouse. The "Lowest Prices Are Just The Beginning" sign had definitely been erased in the building conversion. The motley collection of East European vehicles in the outer area I found interesting in the sense that I hadn't seen or in some cases hadn't heard of them but other than that they didn't have much going for them. I thought that the Forbes museum could have done with a TR in their display as there seemed to be most of their competitors on display. But they did have a Japanese hearse a very opulent piece of work based on a Ford LTD ? chassis. It was used for important people but only operated around noon lest it cast a shadow across an innocent bystander who would then be cursed from thereon or so the story goes.

As for scenery I have come to the conclusion that everyone's "home patch" has something going for it. It was a great drive after leaving Winton for the Great Alpine Road, passing through Myrtleford and leafy Bright, climbing up and over the misty Mt. Hotham and down to Cobungra.

Continuing on the GAR down to the Princes Highway and the Sapphire Coast was my next stop. I enjoyed being passenger in Rick and Bob's TRs as we cruised the south coast roads. A non TR drive next day to Pambula, then old world Candelo for lunch and then on to Bega and the dairy factory was interesting.

At Fingal Head Rob showed me the geological feature on the headland being columnar jointing from basalt. Basically it looks like a series of hexagonal section rock pillars bunched together. A similar feature is to be found in Fingal, Ireland hence the name. In Rob's TR we traversed the roads to the Springbrook National Park and then went on to Murwillumbah for lunch at the Austral Café a very vintage place.

It was a slow drive over the Blue Mountains and on to Chris Olson at Laffing Waters. The Angora goat herd was something different. In the passenger seat of the Doretti Chris had me proof reading or maybe testing an observation run and quiz he had prepared for the local car club. With a couple of back ups included I managed to find all the objects but was an also ran on the quiz. The following day we did a run up to the time warp town of Sofala. We were going to have a coffee but the café was shut, there was no water, pipes were frozen. I had been to Sofala before with John and Margaret

Baker when we were returning from the Armidale Concours in 2003; nothing had changed except that the beard on the man was a little bit longer.

Down at Wamboin I got to have a drive of Paul's Doretti in return for the drive he had of the Peerless at Canberra. Its pretty hungry country around there with lots of roo about and real concern when bounding around the roads. A couple of hours spent at the Woodworx at Bungendore left me in admiration for some talented craftsmen.

### Coming Events

**Friday 21<sup>st</sup> to Sunday 23<sup>rd</sup> September 2018**

#### **Baskerville Historics**

This will be the 8<sup>th</sup> annual event and has been steadily growing in competitor and spectator numbers. At this point I am expecting that Lance Hadaway, Stephen Rochester and Michael Sullivan will be competing in the Regularity events.

**Sunday 21<sup>st</sup> October 2018 from 9.30 am to 1.30 pm**

#### **Predominately from Britain to 'Bunna Car Show**

Organised by Rover Car Club of Australia ( Tasmanian Register )  
The Village Community Centre, Triabunna.

**Sunday 24<sup>th</sup> March 2019**

#### **Devonport Motor Show**

David Pearce  
TAS Coordinator



Thanks to Paul McEwen

Please check your address wrapper.

## **Unfinancial—Final Magazine**

Means it is time to contact

**Tony Knowlson** our **Membership Secretary**

become **financial**

and

continue the adventure!!!

## QUEENSLAND REPORT

While Peter & Sue are away on holiday

We had a great day starting with a spirited drive up the Highway to breakfast at a Native Nursery with 8 members one of our younger members Harry Gulliver with his Dad Kevin

Then a drive for 30mins to Ormiston House where we were welcomed by the Vintage and Veteran car club of Queensland to their Concours

Two more TRs showed so we had a total of 6 cars The day was all about the cars from 1900s to 1950s some very nice cars ranging from sports to tourers to sedans. The venue was very nice, weather just gorgeous,

The Ormiston House looking great, people having tea and scones some having picnics overlooking the cars and the bay

What a great day to enjoy the TRs and other cars with their owners with a common interest

Yes a powder blue

Next event weekend away 28th July run to Tenterfield overnight

Then on to Warwick for Jumpers and Jazz

Regards Paul Bingham



August 2018

July activity was a trip to Warwick to attend the Jazz and Jumpers Festival. We met at a native nursery on the south side of Brisbane for coffee/ breakfast and then drove to Beaudesert where we picked up another couple of cars.

We took a scenic route to Tenterfield across the border into NSW via what is known as the Lions Road because it was built by the efforts of the Lions Clubs of Kyogle NSW and Beaudesert QLD after the NSW Government refused to fund the project in 1969. The main interstate rail line runs through the same valley and takes a spiral loop and tunnel to gain elevation and it was viewed from a panoramic lookout just off the road at the head of the valley.

We stopped in Kyogle for lunch at the local bakery and then continued on through Casino and up the range to Tenterfield where we enjoyed dinner at the local tavern after snacks wine and beer at the motel. Sunday morning was a cold start heading via the backroads to Stanthorpe for a coffee break before driving on to Warwick. Everybody made their own way home after listening to jazz bands and checking out the craft market stalls.

Peter Clarke



Thanks to Howard Prior for the photos



# VICTORIAN REPORT

## Past Events

**Winters Lunch – Sunday 15<sup>th</sup> July** – The venue at Yering Meadows Golf Club in the middle of the Yarra Valley saw thirteen members and partners attend our Winters Lunch. Peter S, David O, Carl H, Rob and Gail, Michael and Trish, David and Polly, Tony and Jen and Robyn and Gary enjoyed the wonderful surroundings, fine food and great company on a fine but cool winter's day. Unfortunately only a few TRs made it out of the garage on the day.

**Bi-monthly Meeting – Tuesday 7<sup>th</sup> August** - Eight members attended this meeting: Peter S, Ross Mc K, Andrew P, Michael H, Chris B, Tony K, Keith B and myself on what was a typical cold winter night in Melbourne. Discussion was lively after not meeting since April and mainly concentrated on restoration and improvements to our cars over the last few months. The meeting closed at 10.30pm.

**Coffee Run to Koo Wee Rup \_ Sunday 12<sup>th</sup> August** – Carl and Kaye and Robyn and Gary in their blue TRs and John and Leonie and Hugh in their daily drives met at the Stud Road Shopping Centre for a quick coffee before the run. The drive took us through some lovely rolling hills in Cardinia, Gembrook, Mt Burnett and Cockatoo before we hit the flats and our destination. It was 120km round trip for us.

## Future Events

**Sunday 9<sup>th</sup> September.** Concours Shake Down Run. Meet at the BP Wallan at 10.15 for a lovely drive through the granite bolder country of Lancefield and Pyalong, then lunch at the Tooborac Hotel. Please advise Gary of numbers by Monday 3rd September.

**Sunday 16<sup>th</sup> September - Beaumaris Car and Bike Show** The following information has been provided by TCCV. The venue is at the Beaumaris Shopping Centre in Reserve Road Beaumaris opposite Glenwood Avenue. Please register your interest with Trevor Allwright, see below.

*Dear motor enthusiast, Once again a big thank you to you all for getting behind the 7th annual concourse car and bike show, for those enthusiast that haven't been to this show before, this is some information on the general running of the event. (Please see my Future Events email of the 30th July –Gary)*

**Tuesday 2nd October** Bi-monthly meeting 1 Guest Road Oakleigh South 8pm

**Thursday 18<sup>th</sup> October -**  
Convoy to Adelaide Concours.  
Thursday 18<sup>th</sup> October. Meet at  
the BP Service Centre 1789  
Western Highway Rockbank at  
9am for a 9.20 start. Overnight  
accommodation at Bordertown.

**Friday 19<sup>th</sup> October - Thursday  
25<sup>th</sup> October - Adelaide  
Concours**

**Sunday 18<sup>th</sup> November – Xmas  
Lunch run to Massarios in  
Kangaroo Ground.** Meet at  
11am Chirnside Park Shopping  
Centre for a run through the  
Yarra Valley to our destination.  
Numbers to Gary by 12<sup>th</sup>  
November



Happy TRing – Gary Waite

# SCRAP ALL CLASSIC CARS IN INDIA - PROPOSAL

DON'T LET IT HAPPEN HERE!



The Indian government has put a ban on driving vehicles older than 15 years. Although we all value clean air and a safe environment, this obviously angers the owners of historic vehicles who's effect on air pollution is very, very limited. Many surveys indicate that the mileage done by historic vehicles is very small and air pollution from public transport, the industry and burning coal for heating and cooking is a much bigger factor.

With these stringent rules the general public is deprived of the enjoyment of seeing these parts of their historic heritage being used and enjoy, not only by the owner and his family and friends but also by the spectators or, in case of a charity event, the many beneficiary organisations.

*NOTE: There is some action now to exempt 'classic' cars over 15 years but of course - what is a classic, how do we define it etc etc? .... In an Australian example, would they ( a Government department) exempt a 2000 Brock Commodore V8? This will cause endless squabbles. Wait and see.*

Fédération Internationale des Véhicules Anciens (FIVA)  
From FIVA website.

Bill Revill

Fédération Internationale des Véhicules Anciens (FIVA) is the worldwide organization dedicated to the preservation, protection and promotion of historic vehicles and related culture. They are represented in Australia..




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