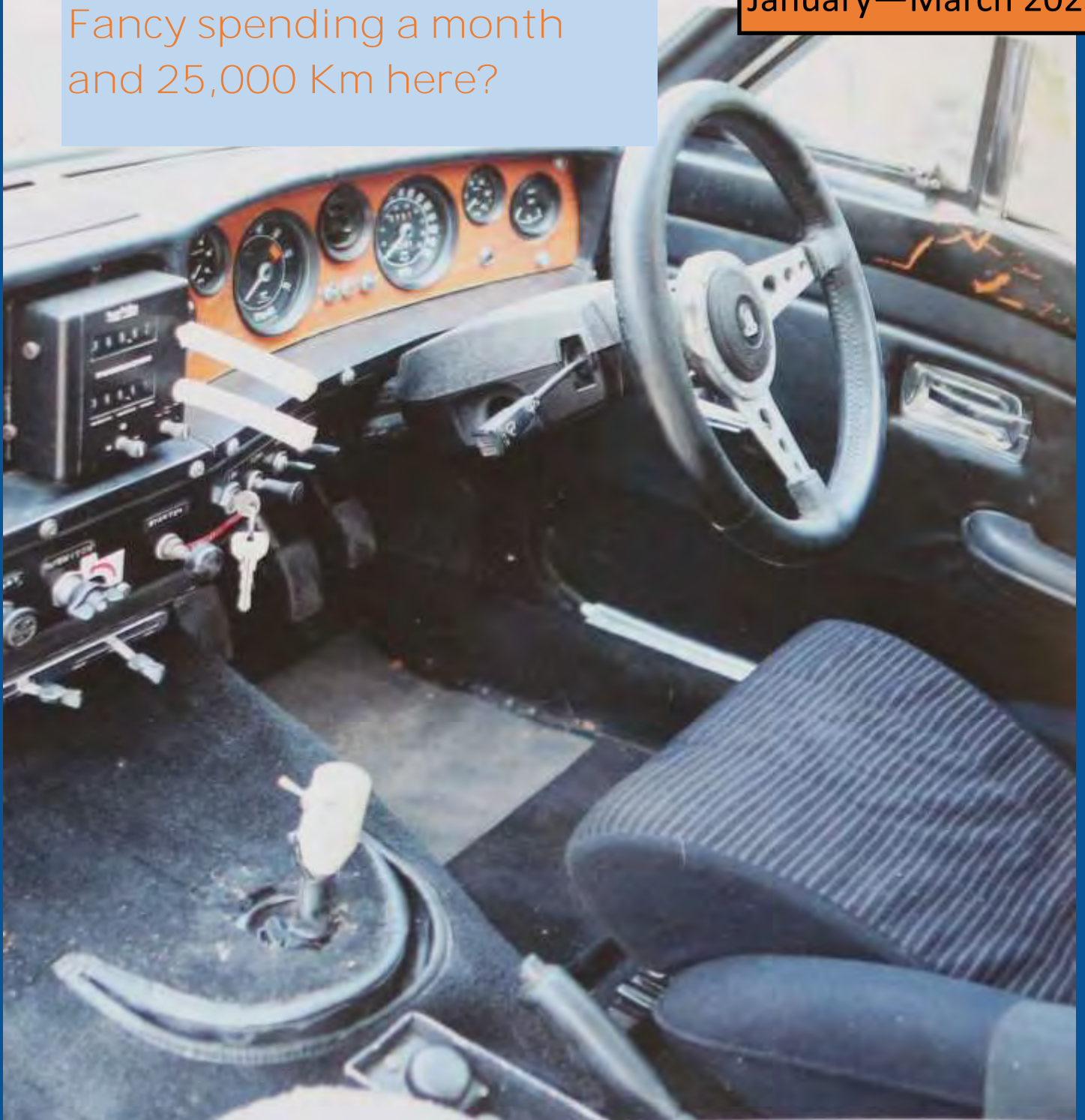


# *TRend*

COMMEMORATING  
THE LIFE OF TRIUMPH  
CHIEF SIR JOHN BLACK

Fancy spending a month  
and 25,000 Km here?

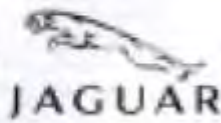
January—March 2020



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## ***This month in TRend***

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### **Come and Join Us**

The Triumph Sports Owners Association (Qld) Inc. meets on the 2nd Wednesday of the month at the Vintage and Veteran Car Club Rooms, 1376 Old Cleveland Road, Carindale at 7.30 p.m. Members are invited to provide agenda items, prior to each meeting by emailing: [secretary@tsoaq.org.au](mailto:secretary@tsoaq.org.au).

### **Club Runs**

The Gold Coast Chapter of the Club holds a Run on the 1st Sunday of the month. The Brisbane Chapter holds a Run on the 3rd Sunday of the month (see Coming Events for details).

### **Contact Us**

The TSOAQ welcomes interested parties seeking membership to write to the Club or email [secretary@tsoaq.org.au](mailto:secretary@tsoaq.org.au). For more information, visit our website today [www.tsoaq.org.au](http://www.tsoaq.org.au).

***Please keep a check on the website for new events.***

***The TSOAQ appreciates the support of advertisers in this magazine. Acceptance of an advertisement does not necessarily imply endorsement by the Club of the advertised product or service. Now that TRend has become a quarterly newsletter distributed to members by email, production costs are vastly reduced and we have virtually unlimited space for advertisements***

***The Committee has therefore determined that the cost of a Full Page advertisement will be \$100 paid annually (plus any artwork costs unless Finished Art is supplied). Please contact the Editor if you wish to book a page for your business. .***

# **TRend Events**

## **January—March 2020**

- January 18th** Cars & Coffee Jindalee 6.30am
- January 23rd** GEAR Day at Lakeside 8.00am
- January 26th** Gold Coast Australia Day Cricket Match
- January 26th** Bayside Restorers' Australia Day Display Ormiston State School 7am
- February 1st** Cars & Coffee Coorparoo from 6.00am Turbo Drive
- February 1st -2nd** Toowoomba Swap
- February 2nd** Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure
- February 10th** Drive Your Triumph, Celebrate Sir John Black's Birthday (see adjacent column and Page 7)
- February 12th** TSOAQ Annual General Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat.
- February 15th** Cars & Coffee Jindalee 6.30 am
- February 27th** GEAR Day at QLD Raceway 8.00am
- March 1st** Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure
- March 7th** Cars & Coffee Coorparoo from 6.00am Turbo Drive
- March 11th** TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat.
- March 21st** Cars & Coffee Jindalee 6.30am
- March 26th** GEAR Day at Lakeside 8.00am
- April 4th** Cars & Coffee Coorparoo from 6.00am Turbo Drive
- April 5th** Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure
- April 8th** TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat.

## ***Hey, lets all celebrate with Sir John Black.***

As detailed by Frank on Page 7, Sir John Black was largely responsible for the revitalisation of the Triumph brand and the cars we drive today even existing. So why not go for a drive to mark the what would have been Sir John's 125th birthday.

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view, in front of the hardware store or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway in the garage. Some winter photos I've received have the garage door open with the car tucked under a cover, and snow outside. Have fun with it, and participate.

Next step is to email a high-resolution photo to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com), along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shuerly.com>

Below (right) is Sir John with tractor designer Harry Ferguson.





# The President's Thoughts January 2020.....from Phil

## The President's Report

January 2020

Hoping you all had a Merry Christmas and an even Happier 2020, Ladies & Gentlemen!!!

This will be my last report as your Club President. It has been wonderful few years for me and I am glad to see your club has grown since I took over the position. I seriously can't recall what year it began, but I wanted to ensure the TSOAQ was a peerless club!!! [Not to be confused with the manufacturer from Berkshire !]

We have become a well respected association in the eyes of many other sports car and sports sedan groups and most other car clubs in Queensland see us as an admirable group, even though we do not have a lineage of renowned production.

My time as President cannot pass without acknowledging the number of marvellous members I owe for their relentless support. My job was made so much easier thanks to Richard Graveur, Mike Taylor, Frank Jacobson, Eric Burgaty, and many other volunteers who help to manage our yearly responsibilities. Without their commitment and enthusiasm I would not have enjoyed growing the club. Thank you all for your support!

A reminder that next month we have the AGM for 2020!! I have indicated that I will be stepping down and Richard Graveur has too. Different reasons for both of us but we feel a good rest is necessary and the fact the Club could do with a change of personnel who will bring new zest. If you are interested in joining the committee to help out in these positions than get your hand up and nominate yourself! We also need a new Editor, a Social Secretary/Events Co-ordinator and a Providore as well.

Our membership has grown to over 160!! which indicates the level of interest that exists for Triumph vehicles. At this point let me issue a huge welcome to our new members who have arrived during the course of the year and hope you enjoy the benefits of being a TSOAQ member!!

We welcome all Standard and Triumph cars and we are happy to participate in activities with non-Triumph cars. We can share our events with them and vice versa. When it gets down to basics we are all like-minded owners. If you have friends with enthusiastic motives towards other marques please let them know we are happy to share events with their Clubs. It is also very interesting to see and hear about the huge variety of cars that are still enjoyed under the Triumph badge; the Triumph-based cars.

In case you didn't know the Triumph name is owned by BMW in Munich!! I hope one day that our marque returns to production although it will be in the guise of BMW running gear. Long live the tradition of a TR, Spirit, Herald or a sedan for the future!!

If you have photos from the deep past or more recent add some words to them, make a decent story and we will be happy to publish your tall tale ??? Send them along to the Editor with the details. Happily we will soon enter autumn with its wonderful driving conditions and what a great time to enjoy motoring in your Triumph!! Even if you are still completing your project car you are welcome along to any TSOAQ event in your modern!! Looking forward to a fresh decade in your Triumph!!

Cheers and happy motoring.

Phil Strong

### OUR IRISH VISITOR

The first Gold Coast Run of the Raving (we've done Roaring) Twenties was a memorable event for mostly the right reasons. A big field of 20 cars presented itself to greet our Guest of Honour for the day - TR Register Ireland Secretary Pat MacMahon.

Pat enjoys holidaying in Australia to avoid the Irish winter. Because he overshot Brizzie around Xmas he decided to fly up from Sydney specially to join us on the Gold Coast Run. For one day only. Phil picked him from the Coolangatta terminal at 6.40 am and took him for breakfast at the Café D'Bar at beautiful Point Danger on the QLD/NSW border.

Despite a few members managing to take wrong turns en route to morning tea we regrouped without losing more than a couple and headed north and then east to the remarkably busy Jacobs' Well Tavern for lunch. It was a warmish day which might have contributed to mechanical gremlins striking a couple of the Sidescreen cars including that of Run Organiser Paul Bingham.

Leaving Paul in the care of other members to await a tilt-tray, Pat and I headed to Brisbane for a cup of tea, fascinating chats about TRs and other topics before dropping him at the airport late in the day in time for his return flight.

The Irish TR Register is a very active group which was founded in 1973 and gets together at least once a year for a jaunt to somewhere interesting in nearby Europe. Pat supplied some detail of upcoming events which you will find elsewhere in this issue of TRend.

Anyone interested in shipping their car to the Northern hemisphere and having a few fascinating months touring Europe and the Continent might find the contacts they make via TR Ireland very helpful.

Pat MacMahon on behalf of the Register sends best wishes to all TSOAQ members and says he greatly appreciated the opportunity to meet some of you and see the variety of cars that populate our faraway Club.

# RULES GOVERNING IMPORT AND COMPLIANCE OF SPECIALIST VEHICLES HAVE CHANGED—AGAIN!

YES FOLKS; AS OF DECEMBER 10 2019 YOU ARE TECHNICALLY ABLE TO IMPORT THE LATEST LIMITED-EDITION LHD-ONLY FERRARI OR A 1990s NISSAN FIGARO STRAIGHT OFF AN AUCTION LOT IN JAPAN.

*Cliff Chambers looks at the latest round of alterations to the ever-changing SEVS Scheme.*

Going back to the early 1950s and for mostly political reasons, restrictions have applied to the import and local compliance of cars built in other countries.

Now that the vast majority of Australian-made vehicles aren't available to the general public there is no economic or political need to restrict imports and finally the rule changes proposed by independent importers have finally been adopted by the Federal Government. This statement from the Importers' Association is a bit bewildering and heavy with self-congratulation but it does highlight a major change to the Import laws that will allow Australians on budgets of all kinds to bring in and comply vehicles that this country might otherwise never see.

## ANNOUNCEMENT BY THE AUSTRALIAN IMPORTED VEHICLE INDUSTRY ASSOCIATION

*On December 10, 2019, ironically the same day as Holden announced there would be no further shipments to Australia of fully imported Commodores, the AIVIA issued the following statement regarding imports of Classic and Enthusiast motor vehicles.*

*"After six years of engagement with government officials, Federal ministers and a range of stakeholders, the results of AIMVIA's relentless advocacy work have finally come into effect, as of today. When is a delay not a delay?"*

*In July 2019, the Department of Infrastructure announced there would be delays to the introduction of the new Road Vehicles Standards Act (RVSA) as a result of IT systems not being ready to handle the new regulations. As a result of ongoing engagement with AIMVIA and the RAWS Association, the Department subsequently created a transitional arrangement for independent importers, effectively allowing enthusiasts access to the vehicles that would have become available had the new scheme commenced on its original date of 10 December 2019.*

### A NEW AND IMPROVED SEVS

*The Specialist and Enthusiast Vehicle Scheme (SEVS) has undergone a major overhaul, with the new scheme ensuring that enthusiasts can, as of today, import a far greater range of makes, models and variants. For the first time ever, left-hand drive rare and exotic vehicles can be complied for use on Australia roads. A new vehicle category gives enthusiasts far greater access to EVs and hybrid vehicles.*

*Previously-ineligible variants of existing models sold new in Australia can now be imported, providing they meet the new SEVS criteria. And most importantly, the new scheme is more robust, with every vehicle imported now undergoing a third-party physical inspection and provenance verification prior to approval for road use in Australia. Classic car lovers rejoice!*

*Also commencing today is the rolling "25-year rule", which replaces the pre-1989 rule as the threshold for classic vehicles. In effect, classic car enthusiasts now have access to any vehicles that are 25 years or older, opening up vehicles manufactured in or before 1994.*

### MOVING FORWARD

*AIMVIA has punched well above its weight over the years, achieving a number of significant wins for our industry, but our focus remains on the long-term future of the sector. There is still much work to be done.*

*The Board thanks its sponsors for their on-going financial support, as well as the RAWS Association, the many automotive businesses and car lovers who have supported and encouraged AIMVIA in the fight for better access to enthusiast vehicles.*

## HOW ABOUT A RUN TO RECOGNISE TRIUMPH 'FOUNDER' SIR JOHN BLACK? asks Frank Jacobson

Sir John Black is a name synonymous with Triumph or, more specifically, Standard Triumph. However, I wonder how many of us understand fully just why some regard his contribution so highly.

In the last couple of years there has been an international move to have a Sir John Black "Drive It" day in recognition of his role in Triumph history. I must admit to being surprised at the elevated position that some of our fellow Triumph enthusiasts around the world wanted to bestow on him, until now.

What brought about my change of view? A recent article in Triumph World magazine by Triumph's historical guru, Graham Robson, clarified Sir John's place in our motoring history. SJB, as I will refer to him for ease of writing, was the Chairman of the Standard Motor Co. in the immediate post war era.

SJB was looking to get domestic production of cars up and running after WW2 and was mindful of competition from SS-Jaguar; headed by Sir William Lyons and his arch enemy in a commercial sense. Lyons had been a major customer of Standard during the 1930s but was now intent on building its own more modern power units.

The Triumph Motor Co. had fallen on hard times during the Depression and was duly purchased by Thos. W Ward in 1939 after it had been plunged into receivership.

Ward stripped some assets, sold off the main assembly plant, and Germany's Luftwaffe on the night of 14-15 November 1940 did the rest, taking the Clay Lane/Briton Road plant where Triumph body shells had been built. Triumph was left with land but no premises, no records, no money and no staff.

Other car firms, for various reasons, chose not to move on the remains of Triumph but SJB wanted another brand name alongside Standard. Triumph at that time wasn't worth much but SJB moved to buy what there was without even consulting his Board. In October 1944 Standard's Board resolved to approve the purchase of the Triumph name and the freehold property at a cost of 75,000 pounds.

Standard never intended to rebuild and in March 1946 they sold the real estate to B. O. Morris Group for 42,000 pounds. The net cost to Standard, of absorbing a still-famous car brand name, was therefore 33,000 pounds. With the benefit of hindsight that was a bargain.

The rest, of course, is history. It was SJB's foresight and business acumen that acquired the Triumph name and rights and then used what he had to launch into the post war automobile market place. However, before all this took place SJB had a track record. He held many senior positions in the British Motor Industry, commencing his career with the Hillman Motor Car Company after active service in the British Navy and Army in the Great War (WW1).

During WW2 and possibly more than anyone else, he was responsible for winning the Battle for Britain by ensuring the RAF had sufficient aircraft when they were so badly needed.

At the time the Government financed Standard and other automobile manufacturers to build "Shadow" factories in the country. Standard had been involved in aircraft manufacture in WW1 and had a large property outside Coventry ideally suited for the task. Black as one of the automobile industries leaders and put in charge of the scheme. His Knighthood was conferred because of this success. Standard's factory built complete aircraft (Mosquitos), carburetors and engines.

Standard following the War received due reward and was able to utilize the Shadow Factory as its production base for the Ferguson tractor. SJB had perfected the art of rationalization and quantity production, so not surprising that he was able to bring out the new Standard Vanguard ahead of its competition.

The practice of rationalization saw significant links and sharing of components between the Ferguson tractor, Vanguard and Standard cars and four-cylinder TR sports cars. Later it would be applied to Herald, Spitfire, six-cylinder saloons, the GT6 and TR's 5 and 6. The connection between Standard and Triumph clearly has Sir John Black's stamp on it.

In the past the TSOAQ has discussed holding an SJB Drive Day but really didn't get into it. Possibly, this bit of enlightenment and to Sir John's role in the revitalization of our Marque will trigger more interest and commitment. If we can manage it, an SJB Drive Day in 2020 will be run with enthusiasm to remember the man whose decisions were directly responsible for Triumph's post-WW2 rebirth.

FJ

Acknowledgments: Graham Robson (Needs no Introduction!)

Murray Nixon (Triumph Car Club of WA)

Justin Stevens (TSOA of WA)

What We Hear .....

# The Editor



Hi Everyone

Isn't it funny how two years can vanish more or less in an instant. Being Editor has been enjoyable but pressures of time mean I am again looking for someone with computer literacy in their background to take on the job.

As some in the Club are aware I write for a living, so producing content to fill the pages—whether as Editor or not—will not be a problem. Where I struggle is in fitting all of the bits together, getting photos to stay where they are put and lacking in time and skills to decorate the publication with those little frills and special effects that TRend deserves.

Therefore at the AGM I will be stepping aside from the Editor's position in the hope that someone with a love and talent for design might like to take it on. The hours aren't bad (it takes me 80-100 every three months to write articles, chase up people for event reports, edit, find photos and lay it out). Here too may I acknowledge the varied, informed and interesting articles that flow from the fingertips of Vice President Frank Jacobson. Definitely some talent there. FJ. If we could get the whole and unedited truth about the TSOAQ Bathurst 12 Hour jaunts down on paper that would certainly make fascinating reading.

With the Newsletter now completely on-line there are no time-consuming visits to printers, enveloping or posting to contend with. Fellow Committee members, especially Phil Whiteley and Mike Taylor have been a huge help in overcoming distribution problems and my dealing with my general ineptitude.

At that point and with the Bathurst 12 Hour looming, let's diverge into the ever-changing world of motor sport and what might appear on our television screens during the next few years.

The 12 Hour has grown over the past several years into a very significant event both locally and globally. The teams it now attracts view Bathurst (quite correctly) as the most challenging circuit on their calendar, with high-profile drivers clamouring for a seat in competing cars. If viewing from your lounge chair and not from a picnic rug on the frosty grass at Reid Park, remember to get up early enough to catch the start and those enthralling pre-dawn laps where cars travel at ridiculous speeds using only headlights to pick out Bathurst's many hazards and changes of direction.

If you own a four-cylinder turbo car and want to cheer for your brand then check out the schedule for this year's TCR series. Previously shown to a limited audience via SBS and live feed, the 2020 TCR Series will be televised—allegedly Live and Free—by the Seven Network.

Where these changes and the disappearance of Holden will leave our premier 'Supercar' category after 2020 is open to speculation. For now, Supercars will continue with its programme of limited live screenings and delayed 'highlights' packages on TEN plus full race-day coverage on Foxtel. That arrangement expires at the end of this year and almost certainly SEVEN has its eyes on grabbing back whatever remains of the Supercars audience. No guarantee of a return to full Free To Air coverage however, because SEVEN already has an arrangement with FOXTEL to televise One-Day Cricket.

Local rallying is once again teetering on the brink of commercial extinction. Subaru after years of will-we, won't-we participation has pulled the pin again and cars challenging for the top step of the ARC podium now comprise Toyota Yaris, Ford Fiesta, Skoda and a bunch of old-style Mitsubishi EVOs. Yawwwnnnn. The rest of the field however is a classic car perv's delight and filled with Escorts, Datsuns and the odd Commodore. Hard however with that line-up to see a queue of sponsors and TV execs offering support for live rally coverage.

If I'm not in the Ed's chair after February, thanks to all who have contributed and commented. It's been fun.

Cli



*Phil Strong has supplied the following information from the TR Register Ireland be shared with our members. Unfortunately the brochures referred to in the text weren't supplied, however we're sure they would be available if you drop the Register a note via its Facebook page:*  
<https://www.facebook.com/TRSPORTSCARS/>

## EURO JAUNTS TO TEMPT TR OWNERS DURING 2020/21

*Following the great success of Liège-Brescia-Liège for TRs, we're delighted to announce a new TR-exclusive rally in conjunction with the **TR Register**. We're giving you two years to get your TR in shape, as this event will be held on October 8-18, 2021 - the date late in the year is deliberately chosen for two reasons, to avoid clashing with the annual international TR meet in September, and to ensure quiet roads throughout the route.*

*The weather should still be warm and dry, especially in northern Spain - as ever, our rally is much more than it appears, because it includes not only several days of superb driving through the Pyrenees, but also heads deep into northern Spain on stunning, empty roads taking in the wonderful wine region of La Rioja. There we will visit a superb Bodega and the first 20 cars to reserve a double or twin room will stay in the Bodega's own hotel, visiting several superb race circuits for special tests, and giving time off to enjoy such delights as Tarragona (once the capital of the western Roman Empire, with superb remains) and Morella, a delightful walled mediaeval town to which cars normally have no access.*

*We meet local enthusiasts and we head north through the tiny country of Andorra, where we also stay and are welcomed in the excellent national motor museum. The rally ends with a Triumphant convoy into the astounding walled mediaeval city of Carcassonne - normally closed to vehicles.*

*The attached brochure gives an outline, with photos from the last time we ran an event on a similar route for Jaguar XKs and E-types. We launched the event at the recent TR Register meet at Stratford and entries are already flooding in. We therefore recommend getting your entry form in asap with a £250 deposit: this will hold you a place on the event and can be discounted from the first full payment when it becomes due - or refunded up to that point if something comes up and you're unable to make it after all.*

*If you simply can't wait that long to rally your TR, no problem! We do have a couple of other events on which TRs would be most welcome:*



'The Craic' on May 10-23, 2020 is our new, luxury 'Circuit of Ireland' rally, circumnavigating the Emerald Isle at the best time of year to visit (not too many tourists, and the best chance of good weather - it was superb for our recce on the same dates this year), with amazing hotels (and time to enjoy them), wonderful roads and fascinating visits. The brochure is attached and we are holding the lowest rate of entry fee for a couple more weeks (so no late payment supplement if your entry is in by Sept 12).

The Mycenaean-Minoan Historic Rally on April 11-29, 2021 is a repeat of an event we held for the first time this year, which was also a huge success. Over 18 days, we really immerse you in all the wonders of Greece - stunning, deserted roads, snowy mountains in the north, hairpin pass after hairpin pass, astonishing historic remains (we take you to all the best-known ones, but also some almost unknown and even more atmospheric), wonderful cuisine, delightful people, and including a couple of days on Kefalonia and six days on superb Crete.

In April, Greece is not hot and arid as most people know it - it's cool in the north, warm in the south and carpeted with spring flowers - a truly memorable experience. Again, the brochure is attached - for this one we recommend a £500 deposit with your entry form.



Members of the TR Register Ireland enjoying an informal chat



TR Register Ireland Secretary Pat MacMahon who recently joined TSOAQ members on a Gold Coast Run



# TSOAQ Event Report

Words & Pictures Peter Connor

## Awassi Cheesery (Grantham) Run - 15th September

TSOAQ member Roy Hall, is also a member of the Toowoomba and Downs Morris Group (TDMG) and a few months ago, he suggested that we join the group for a Sunday drive day.

It's fair to say that the future of many clubs will be enhanced by participating in joint events, so we jumped at the chance for this day. Roy and the TDMG had previously completed a day at the Awassi Cheesery at Grantham and on the back of them having such a great time, suggested that we do the same. Well, he wasn't wrong and what a fantastic day we had.

A turnout of 20 TSOAQ members and 12 splendid Triumphs met at the Home Centre at Jindalee for an hour and a bit drive to meet the TDMG at Helidon. We were also to meet John Parngton at Blacksoil, but John called along the way to say he had broken down on the Ipswich Motorway (yuck) and that he had a tow truck on the way.



As bad as I felt not stopping for John, he was not in a good spot on the motorway to do so and we continued to travel along to Helidon. I spoke to John later that night and the fuel pump was the cause of the issue.

As we rounded a corner in the town of Helidon, we were met with a contingent of Morris's with Roy's TR4, which made 13 Trumpys for the day and around 11 Morris'

A short drive from Helidon took us to the Awassi Cheesery, where we were met by the hosts, given an introduction to the farm and the products they make. If you don't know, an Awassi is a breed of sheep from Iraq.

After the usual chattering amongst friends and some tyre kicking, we had the most amazing outdoor lunch under the large avocado trees, which was just a perfect setting for a relaxing afternoon. The lunch was a treat of a variety of savoury cheeses for a starter, a main of pulled lamb and salad followed by some very tasty cheese inspired desserts.

After lunch, Huw Rees made a straight line for the one of the hammocks and rested his eyelids for a while. During the lunch, the owners joined each table and spoke to us about the history of the property and the current difficulties that the drought is causing.

I think we were all inspired by the story and hearing about their ability to 'think outside the box' to ensure the survival of the Cheesery. As you will see from the photos, it's a devastatingly dry and dusty place at the moment, as are many places across country Australia. What a fabulous day we all had and many thanks to Roy for pulling this together. It's on the list for a return visit.

Peter Connor



## HOW TRIUMPH CAME OH SO CLOSE TO WINNING THE WORLD'S TOUGHEST CAR RALLY



### HAVING A RED HOT GO (How Triumph might have won the 1970 World Cup Rally)

By Clive Chambers

Fifty years ago, it was possible to run a car rally that could cross oceans and dozens of national borders while avoiding any kind of protest or hostility. Well, at least until competitors were confronted by the New South Wales Traffic Police.

You can't do it any more (Peking To Paris excepted) but in simpler times the promoters of the 1970 Football Association (soccer) World Cup had no qualms about promoting their event by conducting the most challenging automotive event ever devised, having it traverse dozens of countries and climb to heights where sane people probably would have asked for breathing apparatus.

The Rally would run for more than 25,000 kilometres from London to Mexico City which was host city of that year's FA World Cup final. The event was open to production motor vehicles from any country on the Planet. however, unlike the London-Sydney Marathon there seemed little interest from brands built outside Europe or Britain.

Strong interest came from Ford (keen to promote its new Escort), Citroen (keen to make amends for the London-Sydney disaster), BMC with Austin 1800s, Moskvitch from the USSR and Triumph with four official entries and a couple of private runners. Triumph had missed out badly on the publicity generated by the Marathon and wanted to be absolutely visible during the World Cup event.

Triumph's Mark 2 PI was the obvious choice for an event this arduous. Despite inherent strength, the bodies were still hand-built, with strengthening added in critical areas and weight-shedding where that could be safely achieved. The engines were upgraded and developed similar power to the fuel-injected TR6. Problematic diesel engines were strengthened but one would still cause service crew angst during the event.

Bumpers were removed to save weight and the boot-lid modified so it would close with two spare wheels on board. The rear wheel-arches were 'pumped' to ensure clearance for the 15 inch Minilite wheels with their chunky rally rubber.

As our cover photo (helpfully sourced like others the accompany this article from the pages of Graham Robson's *Works Triumphs In Detail*) shows, Triumph's Components Department devoted considerable time to making the cars' interiors as practical and comfortable as possible for long-distance travel.

The original dash on the passenger side disappeared under an array of navigational aids, the console was heavily insulated to contain heat, there were cloth-trimmed rally seats and a smaller, thicker-rimmed version of the 2.5PI steering wheel. There was also a control that allowed the fuel-injector settings to be adjusted on the move, countering changes in atmospheric pressure at altitudes that would sometimes exceed 7000 metres.

The lead drivers in each car were hand-picked from the cream of international rally stars. The list included long-term Triumph works driver Brian Culcheth, winner of many Montes and other events, Paddy Hopkirk, London-Sydney Marathon winner Andy Cowan and BMC's Australian PR man and long-distance specialist Evan Green.

Departure Day was 19 April 1970 with the cars scheduled to spend 38 days on the 25,700-kilometre journey to Mexico City. A field of 96 cars was staged away but only 23 would be classified as finishers.

Trouble struck early for Team Triumph when Evan Green's car lost a wheel and was side-lined for several hours. It would continue at the tail of the field, battling problems until the engine which had been running on five cylinders for most of its journey to South America gave up.

Cowan's PI was running strongly just outside the Top Ten and keeping Triumph's hopes of a Teams Prize victory over Ford alive. However, while trying to pass a slower competitor in thick dust on an Argentinian special stage, Cowan left the road, rolled the car down a six-metre embankment and dented it almost to the window sills. All three crew went to hospital however they miraculously all survived.



Brian Culcheth had elected to run as a two-man crew with just himself and navigator Johnstone Syer in the car. All of the other Triumphs carried three competitors but Culcheth's theory that running two-up would impose fewer stresses on the car seemingly proved correct. Car #88 completed the event with fewer mechanical issues than the others and was capable of matching the lighter Twin-Cam Escorts in stages.

Paddy Hopkirk's rally could have ended during the La Paz (Bolivian) section of the event when a differential quill shaft snapped. Although towing ran contrary to the event rules, help arrived in the form of Peter Jopp's BMC 1800 which cautiously helped get Hopkirk's car to the end of the stage where it could await help from Triumph's support team.

Generous lateness and the brilliance of Hopkirk under extreme pressure somehow kept the second surviving PI in the event and later elevated it from 6<sup>th</sup> to 4<sup>th</sup> place after an epic drive through Ecuador.

Ford, with its amazing Escorts and team of super-star drivers had every reason to believe that losing was unthinkable. Such was their confidence that team management even loaned Culcheth an Escort windscreen when the Triumph replacements sent from the UK were found to be the wrong size. Although the Escort 'screen was narrower than the correct item and had to be held in place with tape and cardboard it kept Culcheth and Syer in the hunt until a replacement could be flown in from England.

While unable to match the outright pace and personal brilliance of Ford driver Hannu Mikkola, Culcheth scored several fastest times, including winning the final competitive stage south of Mexico City. Victory was theoretically possible all the way to the finish, but it relied on something catastrophic happening to the Escort. It didn't and Mikkola won the event by a healthy 78 minutes.

Both surviving PIs were returned to Britain after the Cup event, with Culcheth's car concluding its career and recording a best result of 2<sup>nd</sup> in the Rally of Cyprus before being repaired and eventually scrapped.

Late in 1970 the Hopkirk car found its way to a performance car dealer and was offered for sale at £1650 – slightly more than the price at the time of a new TR6. It and the Evan Green car are believed to survive in private ownership but haven't been seen for some time.

The Cowan car was stripped of usable parts which were returned to England and later installed in a spare bodyshell to create a very plausible 'replica'. This car is frequently seen at automotive events throughout Britain.

**Some source material and photographs from *Works Triumphs In Detail (Robson)* and *Triumph Cars (Robson/Langworth)***

# WARNING TO OWNERS OF INDEPENDENT REAR CARS

There is nothing new about warnings that the rear hubs fitted to Triumphs with splined Independent Rear axles can break and cause the wheel and rear brake drum to separate from the car. What is now happening is that incidents like these are becoming more frequent and the incidents more serious. Owners are urged to read the comments by informed people and consider making immediate modifications to avoid falling victim to this type of failure.



## TR DRIVER SURVIVES ROLLOVER

From Geo Byrne TR Register

Danny Fitzgerald, a long-time friend and pit crew to Andrew Gibson, rolled his TR4A at Wakefield Park when competing in a Regularity event at the recent Wakefield 25th Anniversary meeting on 16 November 2019.

The TR rolled due to the left rear hub breaking and the wheel flying off when Danny was coming onto the back straight. He was lucky to survive. Though badly injured he survived the crash due to having a roll bar and having slowed down because of how the car was handling.

Danny's brother Michael commented that, as he drives the car to the circuit, it was lucky that it did not happen when on the expressway driving home at much higher speed. Three weeks prior to the accident Danny had competed in the TR at a relay race. Danny remains in hospital with broken ribs and a crushed hand.

I have written and spoken about the dangers of the rear hubs on all the independent rear end Triumphs. The hubs on TR4a, TR5PI, TR6, 2000/2.5PI sedans and Stags are all the same and have the same weakness.



## TR AXLE BREAKAGE CONTINUED

The outer bearing is on the hub and the inner bearing is on the axle which is very poor engineering design. There are numerous reports of hub failures. A roll over is most likely when the hub breaks and the wheel gets caught under the rear guard pitching the car into a rollover.

There are several reports of hubs breaking and the wheel leaving the vehicle without getting caught under the guard and the driver watching the wheel career down the road.

There are two locations where axles have, in the past, broken. The first is at the base of the threaded section at the outer end of the axle and the second is at the inner section of the axle just inboard of the inner bearing and in line with the backing plate. This is where the axle on Danny's car broke.

Once the hub breaks and the wheel and brake drum come away from the brake backing plate there are no brakes on a single cylinder system such as on a TR4A and Mk1 2000. With a dual braking system you would still have front brakes.

The picture shows an outer axle I removed from a Mk2 sedan which I bought in the late-eighties. When I acquired the car and checked it over I was concerned about play in a rear hub. On removal I discovered the hub had fractured completely at the bearing mounting boss. The ring on the axle is where the bearing sits and you can see the break point where the angle should be for the wheel to bolt to.



TR4A wheel with drum attached showing axle fracture

It was only a matter of time before the axle broke and the wheel parted company with the car. You can also see from this picture the sharp corner and therefore stress riser point where the thread stops. Another common break point.

The story of rear hub failures began with the development of the Triumph 2000 and the independent rear suspension back in the early 1960s. There is a report that the prototype Triumph sedan, while driven by development engineers suffered a rear hub failure causing the car to roll over. There is no record that I can find of any move to redesign the rear axle assembly as a result.



Mark 1 2000 axle removed before breakage occurred

The problem is so well known and documented, that every aer-market supplier of Triumph parts offers a replacement axle assembly. I have run several different axle arrangements in both my race car and road car.

When I purchased the road car I would not drive it at highway speed until I replaced the rear hub assemblies. In the first instance I replaced the hubs with modified Hyundai front wheel hubs using the original splined axles. This solved the problem with the hubs but the original axle splines were worn, causing a clunk on selecting reverse and generating a gear-suck rattle.

After researching the available later market axles I bought a set from Moss with CV joints. They are manufactured in Germany by Limora and are an excellent piece of engineering. They have really transformed the car, smoothing out the power transfer and eliminating the suck rattle. I highly recommend them.

In my race car I run modified Hyundai front hubs with CV joints and special high strength steel inner and outer axles. I strongly advise any driver of an independent rear end Triumph to consider replacing the standard rear hubs with one of the readily available upgrade hubs and also consider installing CV joint axles.

These cars are now many years old and most drivers do not know the maintenance history of their vehicle. This advice especially applies to cars fitted with modern sticky tyres and those competing in speed events. It's commonly said; "It's not if the hubs will fail but when".

Please don't be fooled into just using Datsun axles which will smooth out the torque transfer but ignore the real and present risk of a hub failure. Your life may depend on it.



## TSOAQ Secretary, engineer and Stag owner Mike Taylor comments

I am aware of a few of these breakages on local Stag's through the Stag network, luckily they happened at low speed with no injuries and limited damage, but it does indicate there is a potential issue.

I am running my Stag with standard rear suspension, although I rebuilt it from scratch with new or undamaged components. I believe that the risk of breakage on my car is very low; I still have a concern and have twice looked at a driveshaft upgrade that replaces all components between diff and wheel including a new hub that to some degree separates the two functions of supporting the wheel and transmitting the drive, as happens on Jaguar rear suspension. The cost of \$2000.00 plus is the only reason I have not actually committed to the upgrade.

My analysis of the breakages would indicate they are caused by a number of factors;

- the yoke and stub axle would have probably been forged in AISI 4140 or similar. This is a chrome-moly general purpose alloy steel that can be hardened and tempered to give a tough condition with reasonable tensile.
- the reason we are now seeing more failures now is age, some of these stub axles have over 50 years of history locked into their grain structure. Under normal conditions they are subjected to millions of reversals of bending and twisting.
- you then start to add the other factors seized or worn bearings causing mechanical damage.
- The Triumph rear suspension weakness of the old splines locking up when cornering under power – translated into the familiar Triumph rear end twitch.
- Even the condition of the rear suspension and road surface could have a detrimental effect on the axle
- Wheel spin and associated torque reversals increasing possibility of fatigue
- Manual cars that are driven hard on track are most likely to have a failure as they are putting all the worst cases in one box

I believe that these factors result in a small crack starting at a "stress raiser" point which may be mechanical damage, machine tool mark or sharp corner. Once started the crack will gradually grow over hours, days, months or even years, depending upon severity of use.

Manual cars that are used aggressively would fall into the higher risk category and auto cars with gentle use fall into the lower risk. However these lower risk cars still have a big question mark over them because of the unknown history of the stub axle.

I also would be cautious about purchasing a remanufactured stub axle without knowing where it was made. Many of these components are made in low cost countries and some of these manufacturers are completely irresponsible in their adherence to any form of quality assurance. Pictured below the stock assembly using all new parts.



TSOAQ member and advertiser Greg Tunstall can supply replacement shafts which avoid the problems being experienced with the original Triumph design. Here is his comment.

*Hi Mike. The units we sell to replace original equipment shafts in IRS cars are complete CV assemblies with brand new, modern hubs in alloy and modern roller bearings. I have had a set in my car for years and love them. They cost \$1950.00 a pair complete and are readily available. Photo attached. Greg*





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## Your 2019-20 Management Team

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Vice President Frank Jacobson 0407 650 703

Secretary Mike Taylor 0418 983 098

secretary@tsoaq.org.au

Treasurer Richard Graveur 0439 626 474

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TR2/3/3B Greg Parker 0413 437 023

TR4/4A Graeme Spender 0411 451 369

TR5/250 Eric Burgaty "the 2nd" 0431 014 697

TR6 'Gordo' Reynolds 0419 730 176

TR7/ TR8 Phil West (07) 5543 6466

Sedan Mk 1 (63-69) Steve Phelan 0450 955 423

Sedan Mk 11 (70-78) Gary Parker 0407 698 143

Dolomite/Sprint Gary Parker AH (07) 5541 2709

Herald/Vitesse Richard Graveur 0439 626474

Spirit Geo Johnson 0413 734 977

GT6 Colin Jacobson 0407 627 206

Stag Peter Connor 0448 224 778

Pre-War (1923-1939) Terry O'Beirne 0417 687 161

*The Committee meets on the 4th Monday of the month at the Club rooms at 7.00pm and Club Meetings are held on the second Wednesday of each month at 7.30pm.*

# FOR SALE AND WANTED—TRIUMPH RELATED ITEMS

The lists of parts displayed below and on the following page were provided by long-term members Don and Sandy Milner. Having reared from their business DM Car Repairs a couple of years back, Don and Sandy have a shed full of useful Triumph parts which they would like to sell at very attractive prices. To enquire, give Sandy a call on 0402 029906.

## STAG PARTS FOR SALE

### NEW OLD STOCK

- 1 Head Gasket \$20
- 1 Set Main Bearings std. genuine \$40
- 1 Set Main Bearings +010 county \$60
- 7 Sets Main Bearings +030 vanderwell \$30ea
- 1 Clutch master seal kit 70' \$5
- 1 Clutch master seal kit 1" also mk4-5, mk1 2000 \$5
- 1 Wheel cyl kit .80 \$10
- 1 Resleeved Clutch slave cyl 1" \$25
- 1 Resleeved Clutch slave cyl 7/8" also g6, trunk2 sedan \$25
- 1 S/Hand Clutch slave cyl 1" also trs needs resleeving \$5
- 2 Contact Sets single point type \$5ea
- 1 condenser \$8
- 1 Rotor arm \$8
- 4 bypass hoses H/pipe to W/pump \$6ea
- 2 Heater hoses also sedan \$5ea
- 1 Bottom hose lower \$10
- 1 Bottom hose upper \$12
- 1 Top Hose \$12
- 1 Twin choke cable non locking \$20
- 1 Rad Cap 20psi \$8
- 1 Air belt \$4
- 1 Air Cond Belt \$10
- 4 Rear T/Arm bushes Rubber also t4a-6, sedan \$10 for 4
- 3 Front lower inner bushes Poly also sedan \$33 for 3
- 2 Front lower inner bushes rubber also sedan \$12pr
- 4 Diff mount bushes poly also sedan \$25 for 4
- 2 Tie/Strut tie bushes poly also sedan \$10pr
- 1 Kit Gearbox crossmember insulators also sedan \$20kit
- 4 Thrust washers for Shim top also sedan \$20 for 4

- 26 Various thickness Water pump gaskets & all OHC \$5
- 1 Bush in cyl block for water pump & all OHC \$3
- 2 Exhaust flange gaskets also mk1 GT6, Vitesse, Sedan and mk3&4 spitfire \$1ea
- 1 Plastic adj screw for headlight \$7
- 2 S/Hand Screen junctions chrome \$5pr

Any Questions Just Ask

Sandy 0402029906



## NEW OLD STOCK

- 1 Oil Filter TR2-4a \$5
- 1pr Manifold Gaskets TR2/3 \$4pr
- 9 Water Pump Housing Gaskets TR2,3,4. 50c ea
- 1 Water Pump Gasket 4cyl \$1
- S/Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4" ring TR4 \$1 for Four
- 1 7/8" Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- 1 Gosh Fuel Pump Diaphragm Kit TR2-4 also Sedan \$10
- 1 Exhaust Valve TR2,3,4 \$8
- 1 Steering Pin & Bush TR2-3a \$20
- Crank Thrust Washers TR2-4a \$10
- S/Hand Front part of Crankshaft Pulley TR4 \$5
- 3 Exhaust Manifold Flange Gaskets TR4a \$2 for 3
- 1pr Lower inner or Upper inner Bushes Poly TR2-6 \$17
- 1 Set Big End Bearings +40 TR5-6 also Spitfire & Sedan \$40
- 1 Top Hose TR6 \$10
- 1 Bottom Hose TR6 \$4
- 3 Brake Pad Pins & P clips TR6 also GT6 & Herakl \$2 for 3

## DOLOMITE/SPRINT/SPITFIRE/BELTS/PLUG LEADS/CARBURETOR PARTS FOR SALE

### NEW OLD STOCK

- 1 Spitfire Oil filter with adaptor \$10
  - 1 Spitfire Condenser \$3
  - 2 Exhaust Manifold Gaskets Spitfire Mk3/4 also Stag, 2000 Mk1 Sedan, GT6 and Vitesse Mk1 \$3ea
  - 1 Rotor Arm Dol 1850 \$3
  - 1 Dist Cap Tall Dol 1850 \$6
  - 1 Distributor Cap Sprint \$5
  - 1 Top Hose Dol 1850 \$5
  - 1 Set (10) Main Bearing Cap Bolts. Fitted but engine not run. Dolomite/TR7 \$10
  - 1 Bush in Cyl block for water pump Dolomite/Sprint/Stag/TR7 \$3
  - 26 Various Thickness Water pump gaskets Dolly/TR7/Stag \$5
  - 2 Fuel pump insulators and gaskets Sprint/TR7 \$8ea
  - 1 Fuel pump insulator and gaskets 13mm Spitfire/Sprint/TR7 \$10
  - 4 Rear lower T/Arm Bushes Rubber Dolomite/Sprint & TR7/B \$16pr
  - 1 Universal Jet SU 100 Sprint/Sedan \$8
  - 2 Universal Jets 90 Dol 1850 SU \$8ea
  - 4 Air filter gaskets Sprint \$1 for 4
  - 4 Diaphragms for Stromberg 150CD \$10 for 4
  - 16 1 1/4 SU Flange gaskets \$5 for 16
  - 12 HSB 1 1/4 SU Air Filter gaskets \$5 for 12
  - 20 1 1/2 SU Air filter gaskets \$4 for 20
  - 16 Stromberg 150CD Air filter gaskets \$2 for 16
  - 50 Plug & Coil Green Leads \$10 for 50
  - 6 Various sizes Fan Belts \$6 for 6
- Any Question Just Ask  
Sandy 0402029906



# FOR SALE AND WANTED—TRIUMPH RELATED ITEMS

## TR2, TR6 PARTS FOR SALE

### NEW OLD STOCK

- 1 Oil Filter TR2-4a \$5
- 1pr Manifold Gaskets TR2/3 \$4pr
- 2 Water Pump Housing Gaskets TR2,3,4. 50c ea
- 1 Water Pump Gasket 4cyl \$1
- 5/8" Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4" ring TR4 \$1 for Four
- 1 7lb Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- 1 Goss Fuel Pump Diaphragm Kit TR2-4 also Sedan \$10
- 1 Exhaust Valve TR2,3,4. \$8
- 1 Steering Pin & Bush TR2-3a \$20
- Crank Thrust Washers TR2-4a \$10
- 5/8" Hand Front part of Crankshaft Pulley TR4 \$5
- 3 Exhaust Manifold Flange Gaskets TR4a \$2 for 3
- 1pr Lower Inners or Upper Inners Bushes Poly TR2-6 \$17
- 1 Set Big End Bearings +40 TR5-6 also Spitfire & Sedan \$40
- 1 Top Hose TR6 \$10
- 1 Bottom Hose TR6 \$4
- 3 Brake Pad Pins & R clips TR6 also GT6 & Herald. \$2 for 3

## NEW OLD STOCK

- 1pr SU Air Filters Sedan also Dolomite \$25pr
- 1pr Stromberg Air Filters Sedan \$25pr
- 1 Set Big End Bearings +40 vanderveil Sedan also TR5/6 Spitfire \$40
- 1 Head Gasket Sedan Mk1 & Early Mk2. GT6 \$30
- 1 Resleeved Clutch slave cyl 7/8" Mk2 Sedan also Stag, GT6, TR. \$25
- 1 LH .100 Jet SU Mk2 2500 \$20
- 1 RH .100 Jet Su Mk2 2500 \$20
- 1 Universal Jet .100 Sedan 2000/2500 also Sprint. XJ6 \$8
- 1 Brake master cyl Kit 13/16" Early Mk2 Single \$15
- 1 Brake master cyl Kit 13/16" Mk2 Tandem Twin \$10
- 1 Clutch slave cyl Kit 1" Mk1 2000 also Stag TR4/5 \$5
- 1 Sun visor Clip Sedan Used like new \$1
- 1 Condenser Short lead 2500 \$4
- 2 Rotor Arms Sedan \$4ea
- 1 Dist Cap Push in leads Sedan \$8
- 1 Dist Cap Small Dia. Sedan \$10
- 2 Heater Hoses 2500 & Stag \$5ea
- 2 Bottom Hoses Not pas Sedan \$7ea
- 1 Bottom Hose Lower pas Sedan \$8
- 1 Bottom Hose Upper pas Sedan \$9
- 1 Handbrake Cable rear Sedan \$10
- 2 Acc. Cable Sedan Late Mk2 \$8ea
- 1 Belt Pas Mk2 \$6
- 2 Water pump gaskets All 6cyl \$1ea
- 1 water housing gasket 6cyl 50c
- 6 Bulkhead Steering bush Sedan 1 Genuine/5 Poly \$6ea
- 4 Thrust washers for Strut tops also Stag \$20 for 4
- 2 Resleeved Rear wheel Cyls Sedan Mk1 \$20pr

## WANT TO RACE A SPITFIRE?

This race-ready MK3 Spitfire with a long racing history, including many 6 hour relay races during the late 1970's and 80's. is for sale. Winner of the NSW Lovell's Springs Sportscar Spares state series in 1980. Fully rebuilt with new chassis to the specifications it ran in 1980. Eligible for Group T Historics. Car is complete and has run one GEAR meeting at Lakeside in July 2017 and the 2017 Triumph Nationals since a full rebuild. Available with various wheels 8.5 inch as pictured or with old slicks 7.5" and 5.5" or with Yokohama A050 tyres which have done 26 laps, plus 6" steel wheels. Engine has twin 40DCOE Webers, SAH 57 camshaft, worked head, fully balanced with close ratio gearbox, Detroit Locker differential and modified suspension. Large spares package available including engine, body panels and many more. Previous owners are Graeme Laurie (part of the Young Lions race team), Bob Woods and Ray Wheaton.

PRICE \$17,000 CONTACT: Ian Black  
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- ### Engine Thrust Washers Vandervell Seals (Cyl)
- 1 Oil \$5, 1 +025 \$5, Pist +025 \$5, Pist +025 \$5
  - 3 Firefly lower inner bushes Poly also Stag \$4 for 3
  - 1 Check Strap LH Door Max \$6
  - 1 Check Strap RH Door Max \$2
  - 2 Exhaust flange gaskets Mk1 (RH) also May (TR5/6) Mk1 & Mk2M (TR6) \$1ea
  - 1 Goss Fuel Pump Diaphragm Kit also TR2/4 \$10
  - 1 5/8" Hand Flywheel Bolt Kit Mk2 early \$10
  - 1 5/8" Hand Lower Steering Column & Shimlock Clamping MK2 \$40
  - 1 Exhaust Valve Mk1 2000 \$10
  - 1 Steering covers Upper Clamping pad also MK2 \$40
  - 1 Kit Dealer crossmember Insulators also Stag \$25 \$4
  - 1pr Upper DR inner bushes rubber Trim \$15 \$1pr
  - 1pr Lower DR inner bushes rubber Trim \$15 \$1pr
  - 2 Tie Rod bar bushes poly also Stag \$10pr
  - 2 Front Wheel inner bushing rubber also Stag \$22pr
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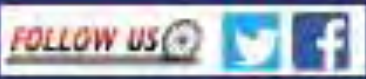
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