

# ***TRend***

*JULY-SEPTEMBER 2020*

**No Mac's, No All British,  
But No Worries.**

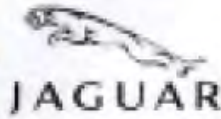
**THE TSOAQ IS RUNNING  
A PHOTO CONTEST.**

**See Page 17 for Details**

## **MORE CRASH, BASH AND CARNAGE**

***HISTORIAN FRANK COMPLETES HIS REVIEW OF TRIUMPH'S  
AUSSIE DISTANCE RACE DISASTERS***

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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).

**DUE TO CORO-19 SNACKS WILL NO LONGER BE PROVIDED AT MEETINGS.**

### **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).

### **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 NOTE: THAT SOCIAL DISTANCING AND LIMITS ON NUMBERS MAY APPLY TO ALL CLUB MEETINGS & EVENTS UNTIL FURTHER NOTICE***

***The TSOAQ appreciates the support of advertisers in this magazine. Acceptance of an advertisement does not necessary 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**

## **July-September 2020**

**July 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

**July 8th** TSOAQ Annual General Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat. (NIBBLES NO LONGER SUPPLIED & SOCIAL DISTANCING APPLIES.)

**July 19** Brisbane Run Details of meeting point, time and destination TBA. Please consult TSOAQ website.

**July 23** GEAR Day at Lakeside Raceway 7.00am

**August 2** 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

**August 12** TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat. (NIBBLES NO LONGER SUPPLIED & SOCIAL DISTANCING APPLIES.)

**August 27th** GEAR Day at Queensland Raceway 7.00am

**August 30th** Run To Peaks Crossing TO BE CONFIRMED

**September 6th** 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

**September 9th** TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat. NIBBLES NO LONGER SUPPLIED & SOCIAL DISTANCING APPLIES.)

**September 13** Navigation Run organised by MR2 Club Details TBA.

**September 24** GEAR Day at Lakeside Raceway 7.00am

**September 26** Mt Cotton Hillclimb organised by MG Club.

Details TBA.

**PLEASE NOTE THAT THE ALL-BRITISH DAY SCHEDULED FOR SEPTEMBER HAS BEEN CANCELLED.**

## **COBRA HEADS OFF TO ELECTRIC LOOPYLAND**

Now, AC Cars is bringing itself (sort of) in to the 21st century by building a limited run AC Cobra. This time though they've gone all green and decided to build an electric Cobra.

But before you get ideas that this new electric Cobra will be a match for that 4.7 litre V8 Cobra of 1964, think again.

What you actually get with the AC Cobra Series 1 electric is a Cobra based on the 1962 original, with modified ladder chassis and upgraded steering, suspension and brakes. However you don't get anything like the performance delivered by the very first Cobras.

In fact, the electric Cobra is said to only manage the 0-62mph sprint in 6.7 seconds with a range of 150 miles from the 54kWh battery pack.

Then there's the price. An electric AC will cost you £138,000 and is only available in blue, black, white or green.

News snippet courtesy of CARS UK



# The President's Message—July 2020 from Peter Connor

Hello everyone and welcome to the 2nd half of 2020.

What a first half of the year it's been and I hope that you have all been keeping safe and well.

My dad used to say to me that if I didn't behave myself he would knock me into next year and now I am wishing that he was here to do that! Probably not allowed to say that now, but I'm sure that a lot of us have heard it before.

From a club and personal perspective, we have been through unimaginable times so far this year and we are all probably hoping that the recent new cases of COVID 19 down south won't get out of control and require restrictions to be put back in place and stop us from getting back into the things that we love. High on list more than likely is being with family, friends and of course, taking our Trumpys out for some great runs.

Over the last few months, your hard working committee has been continuing to meet, either by Skype or more recently face to face (obeying social distancing rules and group size limits) to navigate The Club through these restrictive times.

Two outcomes from their efforts have been having our first run for several months on Sunday 21st June, which was well attended (see article in this edition) and we being scheduled to go ahead with the next general meeting at the Clubrooms on Wednesday 8th July

I know that many people have taken advantage of this quiet time to tackle some overdue jobs on their Trumpys and we all look forward to seeing or hearing about the results of these at upcoming runs or club nights.

Personally, I have taken this chance to do a number of jobs on my Stag, like new rear springs, check over the front suspension, replace a distributor cap, install new plug leads, new boot lid rubber and hardtop rear seal.

The only downside to all this is that I used to get the parts delivered to work. As I have been working from home since mid March, parts have had to be delivered to home, prompting a few questions from Jenny. I kept saying that they are an investment and seeing the money paid recently for a yellow Stag in the UK I could be right.

Looking forward to seeing you all again at a General Meeting or event in the near future..

Peter



## WANTED—BRISBANE EVENTS CO-ORDINATOR

Those members who live in and around Brisbane and attend the Monthly Club Run will know that most of those events are planned and administered by the man who has just taken on the role of TSOAQ President, Peter Connor.

While the future for any kind of car club activity looks bleak there will come a day when we will get out onto the roads again and someone needs to pick up the baton carried until recently by Peter.

The task isn't too arduous, requiring creativity and communication skills but not an awful lot of time.

Planning a Club Run means finding somewhere to meet with sufficient space for up to 25 cars and somewhere with similar parking space to finish (usually with a lunch, morning tea or dinner) with some interesting roads linking the two.

Runs can take 1-3 hours (excluding breaks) and cover 80-150km. The roads should be interesting but not too rough and long dreary expanses of freeway are to be avoided if at all possible. Instructions normally won't be needed as participants are expected to watch their mirrors and try not to lose sight of the car behind.

Destinations can include restaurants and cafes, historic buildings or towns, motoring events or displays or a TSOAQ member's home where there may be a BBQ or other type of meal. The Co-Ordinator will need to let attending members know what they need to provide and what is being supplied.

If you're interested in being this vital cog in the TSOAQ machinery give Peter Connor a call on 0448 224 778.

## WORLD VEHICLE SALES DO A CORO-19 NOSEDIVE

*Nobody really expected that lock-downs, shut-downs, isolation and desolation were going to bring great gobs of good news but few of us expected the pall of destruction that has fallen upon the global motor industry in the space of just a few months.*

**TRend Editor Cliff Chambers** takes a look at what is happening here and globally

If you are still driving in 20 years' time and a car manufactured back in 2020 takes your fancy, finding one might be a big ask. Once the Pandemic went global during March, among the first industries to be significantly affected were travel and transport.

The latter was marked a huge decline in car manufacturing as factories across the world slammed their doors shut and not just because they wanted to protect their workers from the possibility of infection. Supply chains involving parts supply from China and other areas of Asia had stalled, leaving cars sitting half-finished on production lines and possibly waiting months for parts to arrive.

Production schedules were torn up and an estimated three million vehicles will just not be built during 2020 and well into next year. Demand has plunged as well, with some parts of Europe reporting declines in new vehicle registrations for April/May of over 80 percent.

People everywhere haven't been using their cars as often either, leading to plunges in the oil price (and cheaper petrol) plus reduced revenue for toll road operators and governments.

Car dealers in many Northern Hemisphere countries, even those with stock in their holding yards, moved quickly to close retail divisions. Some would also shut service departments, leaving owners experiencing quite minor problems to also do without their cars.

Most Australian dealers kept the sales and service sides of their business open, however activity was hampered by changes to vehicle financing criteria and, in some cases, stock shortages.

National sales figures supplied by industry statisticians VFACTS showed for April 2020 an appalling 48.5 percent decline against the same period of 2019. The fall during May of 35.3 percent was slightly less horrific and reflected the way buyers and dealers were adapting to a new selling environment.

With restrictions on movement and work activities easing during June, the final month of the Financial Year still showed a sales decline but one that was less disastrous than in previous months. Vehicles under lease are often due to be replaced in June and tax incentives also help. However dealers are worried at what may happen during July and beyond.



Major players such as Toyota, Mazda and Hyundai have maintained their positions within the list of Top Ten national brands while suffering varying degrees of sales decline. Toyota maintained top spot by a considerable margin and, having sold 6537 during June, the brand's Hilux (combined 2WD and 4WD) remained Australia's biggest-selling individual model.

With demand for new rental fleet vehicles down due to bans on aircraft movement, sales of passenger cars and Small/Medium SUVs plummeted. Existing fleet vehicles are having their lives extended and aren't reaching the used market which will have an impact on availability and pricing later this year.

Ford's US-sourced Mustang remains the class leader in its *Sports Under \$80,000* category and although sales are down by almost half when compared with 2019, more than 250 new Mustangs still found owners during May and another 400 in June. BMW was one of few brands to maintain its volume, with June 2020 deliveries up by 8.8 percent when compared with the same month last year.

No one however was going to match the sales collapse exhibited by Holden. Having announced earlier this year a complete withdrawal from Australia, the once-proud brand was selling cars at cost or below and still managing monthly sales during May that were a devastating 62 percent below 2019 levels. June was little better with a 53 percent decline and just 43 leftover Commodores sold.

As anticipated, the overall June figures clambered back to within 6.5 percent of last year's muted numbers. That still left Year To Date sales down by 20.2 percent and the Large Car segment a massive 60.1 percent behind.

On a brighter note for older-car enthusiasts, the two online sales completed during June showed excellent clearance rates and prices for most pre-1990 models almost unchanged from their 2019 levels.

## WILL COROVIRUS RENEW CALLS FOR NEW CAR SCRAPPAGE SCHEMES?

Calls are mounting for a series of scrappage schemes across Europe once the coronavirus (COVID-19) pandemic has receded enough to allow vehicle sales to resume.

Sales across the Continent are dropping as countries impose lockdowns, businesses close and economic markets take a hit. Much like the economic crisis of 2008 and 2009, the automotive industry, together with politicians, is looking at ways of boosting sales in the future, with scrappage schemes a viable option.

The call is strong in Germany, where the country's automotive authority, the VDA, has rallied together with senior politicians and vehicle manufacturers to explore a potential scheme. Two options are available – raising the financial aid for buying an electric vehicle (EV) or introducing a scrappage scheme to entice people to buy new electric, petrol or diesel models.

### Industry agrees

The VDA believes that the German automotive industry will need help following the COVID-19 outbreak, with consumers unlikely to be in a position to purchase vehicles.

'There is currently no reason for optimism. Economic support measures will likely be necessary in order to revive overall economic demand and, in particular, the demand for vehicles,' Hildgard Mueller, president of German automotive industry association VDA said in a statement. She went on to add that until there is evidence of how the industry is rebounding, which is unlikely to come until dealerships reopen, there is no concept as to what type of structure such incentive schemes could take.

Any scrappage scheme could look to remove older vehicles, Euro 5 or below, and incentivise hybrid and electric models only. This would encourage countries to reduce air pollution, and help carmakers to meet strict CO2 emission levels set by the European Parliament.

William Todts, executive director of campaign group Transport & Environment, wants Brussels to use its state aid rules to ensure any scrappage schemes promote the use of electric and low-emission vehicles. He told the [Financial Times](#): 'If a member state proposes a scrappage scheme without sufficient adherence to environmental and CO2 standards, will the Commission step in and stop those schemes? Will they say no? It would be historic.'

It seems that scrappage schemes would aid the industry in many ways. However, they would need national government backing to secure the incentives, much like during the last financial crisis. However, governments in Europe are finding their budgets stretched at present, having to cover business and staff costs as well as funding health services and researching for a COVID-19 vaccine. Therefore, the industry will need to lobby hard for money and will have to prove that any scrappage scheme would be worthwhile. In this respect, it is more likely to win favour by highlighting environmental benefits.



## Hi Everyone

I was thinking a few weekends ago while watching a sale on my 24 inch monitor just car auctions have changed. Not change in the wear-a-mask, work-from-home, buy-300-toilet-rolls-kind of way but in how trusting we have become when buying very old and sometimes very expensive vehicles without ever laying hands upon them.

Blame EBay and Gumtree and those kinds of places because people today really have adopted the process of logging in, looking about and giving the auction house some money which it *promises* to refund if you don't buy something. Then when the car you desire is pushed (we used to drive them) onto the 'block', buyers will robotically stab the 'Enter' button until rival bidders are outlasted or they themselves admit defeat.

To be fair I must disclose that some years back I bought a Subaru online from a dealer Adelaide who I didn't know. During the whole process I didn't leave the house; at least not until the transport company called to say it was with the pressure washers and I could come and collect it whenever convenient. Still have it and very happy, however I did pay for a pre-purchase check by some very competent people.

At today's auctions where personal attendance is actively discouraged, the potential buyer really is left just with a phone and computer screen, hoping to ask the right questions of the auction staff, peering at whatever video or photos the auction house puts online and maybe sending a local-living mate along for a quick pre-sale peek.

My own experience with the old style of auction dates back to the 1970s when I worked as a driver/cleaner at a big and busy auction house in Sydney. The place was a draughty big barn but warm enough during the few weeks of summer that I was there. Must have been horrific in winter but at least the open sides gave exhaust fumes somewhere to go other than down the throats of staff and bidders.

As dogsbodies we cleaned the cars, pumped up or changed flat tyres and learned how to run between closely parked rows while dragging a two-wheeled jump-start device. The professional buyers were always in your ear on viewing day and there would be a dollar or two in the shirt pocket for private 'advice'.

Attending auctions later on as an observer, magazine reporter and occasional buyer was educational too. Over the years there were dozens of mundane sales but then one would occur where a special car was on offer and the buyers just went nuts over it.

The arrival of the internet and 'online' sales has on balance done more good than harm but without doubt has altered the auction experience. You can see and hear the cars on your screen but from home you can't peer into the darkened cabin or smell the failing clutch. You also can't stand off to the side and see who is bidding on what.

What I am able to now do is sit in my office in Brisbane and watch people in California or London or Monaco tapping their chins with the auction catalogue and setting new record values that must soon top US\$50 million.

Challenging times always bring out the doom-sowers; the people who look at what is happening in one segment of the motor vehicle market and think it applies to them all. They certainly have been evident of late but for numerous reasons, what happens to new-car sales isn't necessarily relevant to the market for older and more specialised models.

Finance, or lack thereof, has been the villain of the new-car slump and cash-strapped car makers can't do much to stop plummeting sales turning dealer morale to a pulp. Off in the distance though are people with cash in the bank who see any financial downturn as an opportunity to secure cars that might only become available at times when financial circumstances are tough.

We saw it happen in the 1990s during the Recession We Had To Have and for several months prior to the GFC. Now there is another opportunity to ignore investor and finance company jitters and either hang onto the cars we currently have or buy one that might suddenly appear.

One such car which sold recently certainly wasn't cheap but rates as a potentially exceptional investment. And it has a tenuous link to the Triumph brand. Making a hefty \$91,000, the Swallow Doretti (see pic above) sold by Lloyds at their June 27 sale is among the prettiest sports cars ever made and shares its engine/transmission with the TR2. With just a few from the 276 made still in existence I wonder if it will stay local or be headed back to Mother England.

**Happy Driving  
Cliff**



# **TSOAQ EVENTS & RUNS - 2020**

## **On again at last**

**WINTER PICNIC RUN June 2020 Words & pics from Peter Connor**

### June Run To Bullocky Rest

As a group of club members, we had not had a run since March this year, so Sunday 21st June was pencilled in as time to get our machines fired up and back out on the road.

Saturday 20th was not a great day weather wise, being cold and wet most of the day, on Saturday night Jenny and I kept looking at the weather forecast and hoping that it was on the improve.

We woke on Sunday morning to cloudy skies, but a good forecast for the day so it was all systems go.

We met at Hug coffee shop and bakery in Stafford and it was just great seeing 11 Triumphs pull up and 20 + smiling faces, as though this day had been a long time coming.

We headed off from Stafford, wound our way through to Samford Road and headed towards Samford. Frustratingly, there were loads of red lights and despite pulling over and waiting a few times, the group was split up. Unfortunately, when we got to Samford, a few went right and few went straight ahead at the roundabout, with a stop on the Dayboro side of Samford required, while we re-grouped. These things happen when you haven't done a group drive for a while!

Back on the road, we then drove up along Clear Mountain Road, taking in the amazing view of Lake Samsonvale, along to Winn Road, with a picturesque drive to Bullocky Rest at Joyner.

Bullocky rest is right on the banks of Lake Samsonvale and because we got there early, we had a great spot on a peninsula of land, with plenty of tables and a perfect view of the water.

Whilst at the Rest, we had a couple in their lovely French Blue Stag call in to say hello. They weren't members (hopefully soon will be), but heard about the run and stopped in to say 'hi'. We also had an existing member call by in his red TR6 and stop for a chat.

After some morning tea and a great catch up with friends, it was time to head off, with a few of us deciding to take the run up Mt Glorious and Nebo. Always a great drive in your Trumpy!

Coming down Nebo towards The Gap, a few of us were stopped by the QPS to provide a breath sample and all being clear, we headed on home.

What a great day and we really enjoyed seeing everybody. A big thanks to Roy Hall and his grandson for travelling all the way down from Toowoomba to join us.

See you all again soon.

Peter and Jenny



# The First In A Series—President Pete’s Tech Tips

If you’re all Covid-19ed out and just want to get out to the shed with grubby hands, then TSOAQ President Peter Connor and his huge collection of UK Practical Classic magazines are here to inspire and assist.

## BODYWORK BASICS



# How to apply, shape & finish body filler

Achieve perfect profiles and lay a flawless foundation for paint



Theodore J Gillam

### DIFFICULTY RATING



### TIME

(HRS)

8

### MONEY

(£)

50

**B**ody filler is an essential part of achieving perfect paintwork, no matter how good you are at panel-beating and lead-loading. A thin layer of filler allows you to cover up tiny imperfections and create a perfect surface for the paint. If you get it right, you can

achieve better panel profiles and surface finishes than when the car left the factory. If you get it wrong or make a slapdash job, however, the paintwork will never look right.

For some, filling is synonymous with bodge-work. Its cheapness and ease of use means that rank amateurs often trowel it onto panels inches thick, finish it poorly and use it to hide a multitude of sins. If it's correctly and appropriately applied, however, you'll never know where filler has been used once the paint is in place.

Polyester filler technology has advanced significantly from the fillers used some generations ago. There are many grades, brands and varieties designed specifically for steel, plastics and other surfaces.

Filling and sanding aren't difficult, but without taking proper care it'll leave your bodywork looking like a dog's dinner. It's a cliché, but the finish truly relies on the preparation beneath. If it's less than perfect, your expensive paint-job will be for nothing. In fact, the better the quality the paintwork, the more it will show up dodgy preparation.

Achieving excellent results requires patience and a bit of practice. There's no reason, however, that anyone shouldn't be able to match – or surpass – professional standards at home. This guide will expedite your progress. We're working with Chris Spencer of Flat Cap Classic Cars ([flatcapclassiccars.co.uk](http://flatcapclassiccars.co.uk)), who has many years of classic bodywork experience.

## PREPARATION AND APPLICATION



### Tech Tip

Place a light source in line with the panels to see imperfections.



### 1 Circular dents

Put a straight-edge across the dent to see if more of the panel is involved. This minor ding has depressed an area of 20in in the surrounding panel and it's crater-shaped with raised edges. It needs dressing or it'll consume a huge amount of filler.

### 2 Panel creases

Look along the panel. Shallow undulations that involve large areas can be tricky to put right. A well-defined crease like the one in this door is fairly straightforward. Use a straight-edge to find how much damage has been caused to the surroundings.

### 3 Swage-line dents

A swage-line adds strength to a panel, but also attracts one's eye. A dent on a swage-line can create both high and low spots that can be confusing to put right. A repair might be smooth close-up, but the line may appear to deviate when you stand back.



### 4 Sand area

Clean the dent and surrounding area with panel wipe. Hand- or power-sand the dent and note the number of paint layers. If there are only a few, only the immediate area needs to be bare-metalled. If there are lots of layers, bare-metal the whole area.



### 5 Remove depressions

Do your best to remove depressions, leaving a shallow area to fill. Tap out the dent from the rear of the panel if you can gain access. If you can't, use weld-on nails or glue-on tags and a slide hammer. Suction cups can be effective on larger areas.



### 6 Find high spots

The area to be filled needs to be slightly lower than the surrounding panel. Use a straight-edge to check for obvious high areas. A body file (pictured) can also be useful to highlight the high and low spots. Flatten high spots carefully with a hammer and dolly.



### 7 Choose your fillers

Buy decent fillers that behave predictably and are easy to work with. On the left is a bulk filler for larger, deeper areas. In the centre is a fine filler for smaller, shallower repairs. On the right is a glaze, a very fine self-levelling skim for final smoothing.



### Tech Tip

Fillers are irritants, so wear gloves when mixing.

### 8 Mix filler

Mix the hardener in the recommended ratio smoothly to avoid incorporating air bubbles. A mixing board with tear-off sheets is very useful. Temperature affects curing times, so use a little more hardener in winter and a little less in summer.



### Tech Tip

Start with bulk filler for deep depressions. We're going straight for fine, here.

### 9 Apply filler

Make sure the area is dust-free. Wipe the spreader with a clean cloth. Scrape a quantity of filler from the edge of the mixing board. Apply it to the edge of the area and smoothly spread it across to avoid air bubbles. Repeat, overlapping a little. ➔

## FIXING IT WITH MIKE

### TSOAQ Secretary Mike Taylor describes in words and pictures the process of replacing hazardous half-shafts in an IRS Triumph

*Given recent comment on mishaps occurring when independent-rear cars suffered age-related cracks, followed by half-shaft and hub failures, Mike has kindly described the methods he employed and parts he used to virtually eliminate the risk of such a breakage in his Stag.*

When Triumph changed from solid axle to independent rear suspension they chose to use semi trailing arms as the design concept. This requires that the drive shafts between the body mounted differential and the hub has two flexible joints plus a sliding joint as the trailing arm dictates that the shaft length needs to reduce as the suspension compresses.

Typical of Triumph at the time, the Engineering Department were pushed to take the lowest cost option which resulted in a similar design to a conventional tail-shaft with two universals and a splined sliding joint. Whilst the design was perfectly adequate for the time, the designers would never have imagined that these cars were still being enthusiastically used over 50 years later.

This has shown up a couple of shortcomings in the original design, although it could also be labelled normal wear and tear.

The first potential issue is that rear drive shaft yoke/stub axle also holds the hub together so any breakage in this area will likely result in the loss of a wheel. This has resulted in some nasty accidents that have been highlighted in recent TSOAQ correspondence.

The risk of breakage is really dependant on a number of factors, including damage to the stub axle due to bearing issues, accident damage, dropping the clutch and wheel spin. This allows a crack to form and gradually migrate through the shaft until finally breakage. When I rebuilt my rear drive shafts five years ago I crack tested the stub axles using magnetic particle method and selected two crack free shafts so am not really concerned about breakage.



**Shafts suffer stress cracks and can snap**



**Splines bind then release, causing an unnerving rear end twitch**

The second is that the splined sliding joints lock up under load which causes an obvious rear end twitch during cornering.

I checked the sliding joints on my car and they seemed fine with a good sliding motion and no play so I cleaned them, repacked them with high performance grease and reused.

What appeared fine on the bench has proved to anything but fine on the road, when cornering under power the outside rear suspension compresses, the shaft locks up which pushes the trailing arm wide then when the joint finally slides the trailing arm moves to its correct position causing the rear of the car to twitch.

I had been looking at replacing the sliding joints with an updated design, a traditional modification has been to fit Datsun shafts, however this only replaced the splines and the potential of stub shaft breakage is still present.

There are now a number of alternatives on the market that have modern CV joints and ball bearing sliding joints, and a redesigned hub that ensures the wheel stays in place in the case of a shaft breakage.

These updated shafts are not cheap, all around \$2000 for a pair, then with the COVID-19 lockdowns SC parts in UK who were traditionally Jaguar specialists but now cover a range of manufacturers offered a discount across their range of products.

They sell the Limora shafts, a well-regarded German manufacturer, so after several days of price negotiation we came to an agreement, and I ordered a pair. The shafts are made for a range of Triumphs so require spacers when fitted to the Stag.

Although I had longer bolts available these could not be into the flange due to proximity of the differential housing. Studs were obviously required but I could not find any local stockist with UNF studs available from their stock, or long set screws that I could use by removing the head. Threaded bar was another option, but most threaded bar is made from mild steel and not suitable for this task.

My options were to get some studs made or alternatively make them myself so I plumped for second option. I had some long 3/8" UNF grade 8 bolts so removed the heads and used the lathe to screw cut a thread on the other end, as I was using a single point tool to cut the thread I finally ran a die down the thread to get the correct thread profile.



Fitting was relatively easy but the sliding joint section is too large to slide through the trailing arm, so the hub needs removing so the shaft can be inserted from inside and the hub fitted after.

I felt the cost of their spacers was high so decided to machine my own. I had fitted rubber bushes to the trailing arms, and decided to replace with stiffer polyurethane whilst the rear suspension was apart.

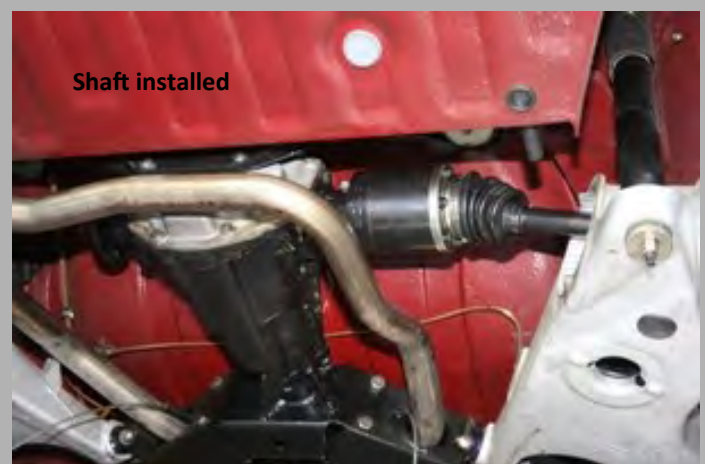
Fitting was relatively simple, made easier for me as I have a hoist, so after raising the car, the rear wheels, brake drums and shoes were removed, wire was wrapped around the brake cylinders so I did not lose fluid or need to bleed the brakes later.

The trailing arm was jacked up a little so I could undo the shock absorber and lower the trailing arm to release the spring. The trailing arms were then removed and the bushes replaced, best method is to use screwed rod with washers and spacers.

After refitting the trailing arms I measured the distance from the differential flange to the brake back plate with trailing arm in top and bottom positions so I could calculate the thickness of spacers required.

The spacers were then machined from steel bar, the last process being to machine a circle at the diameter required for the bolt holes. Then once out of the lathe I marked four equal spaced dots on this diameter so I could get the two diametrical opposite positions as the base to mark the correct rectangle matching the flange.

I then made a mistake on the first flange as I drilled on these marks resulting in two holes in the wrong place, so I had to mark and drill an additional four correctly spaced holes. The new shafts were supplied with set screws in the 3/8" UNF threads in the sliding shaft housing that fits to the diff flanges, but these were obviously too short to use



# KNOCK-DOWNS DURING THE LOCKDOWN

## RESULTS FROM SOME RECENT U.S. AUCTIONS



This **Triumph GT6 Mark I** features a 2.0-liter 6-cylinder engine with a 4-speed manual transmission. The exterior is finished in British Racing Green with a Saddle interior. This restored Triumph is of concours quality and includes receipts totaling in \$40,000. It rides on chrome wire wheels with knock-offs. **SOLD FOR US\$39,600 AT BARRETT-JACKSONS' 2020 SCOTTSDALE AUCTION**



An original UK, right-hand drive **Triumph TR6 PI** fitted with overdrive and superbly finished in Pimento Red. Powered by the CP 150bhp, 2.5-litre, Lucas fuel-injected straight-six offering 0-60 in just 8.2 seconds. The seam welds, door shuts and panel fit suggests that this little TR has been well kept its whole life. Our vendor acquired the car over ten years ago and it's been looked after by a marque specialist since. Car has S/S Wires, matching hardtop, and a smart black interior with a woodrim steering wheel. Supplied with a box file full of receipts & MOTs to verify its care, and the Triumph Heritage Certificate. **SOLD VIA TIMED ONLINE AUCTION IN JUNE 2020 BY CLASSIC CAR AUCTIONS UK. HAMMER PRICE £23,100.**



Some class here in the shape of an Update Stag built in 1973. Car is a rare manual overdrive, exceptionally original and showing 20,700 miles from new. It was owned by the same family until being bought by the current registered keeper in 2015. Believed by the vendor to drive 'as well as it would have done when pretty much new' H&H are indebted to the vendor for the following detail. The car was first supplied by Burton Motors of Burton-on-Trent to a director of F.R. Searancke Ltd, Mr Graham Marcer and later passed to Mr Charles Marcer who stored it for ten years. The Triumph was then purchased by Howard William Godrich of Godrich Design and it has lived all its life in Ashby De la Zouch.

**SOLD BY H&H CLASSIC (UK) IN MARCH 2020 FOR £25,312 (inc. premium)**



## ENDURING TRIUMPHS—PART TWO

*DURING TRIUMPH'S SECOND DECADE OF PARTICIPATION IN LOCAL LONG-DISTANCE MOTOR SPORT EVENTS, THINGS ACTUALLY BECAME BETTER FOR THE TRIUMPH BRAND HISTORIAN FRANK 'THE PROBE' JACOBSON INVESTIGATES.*

Here we are looking at the second part of Enduring Triumphs. The automotive and racing world had changed considerably since the first endurance event at Phillip Island in 1960. With the change of venue to Mt Panorama at Bathurst the location was more central, attracting greater interest from New South Wales based operators and in many ways the circuit was tougher on machinery and drivers. Triumphs were holding their own as far as technology was concerned but the dominance of V8 engined cars was bringing about a change in The Great Race that has become all-consuming and permanent.

1970 at Bathurst saw Triumph back in action in a changed Class "D" in the form of a Triumph 2500 PI. This was the ex 1970 Ken Tubman Ampol Trial car driven by Lyndon McLeod and international rally ace Brian Culcheth.



Accompanying a photo from the race was the following comment; "One of the last of the gracious British gentleman's sporting saloons to enhance Bathurst with their presence was this TVW-7 entered Triumph 2.5PI (Mk2) for Lyndon McLeod, here with less-than-graceful body roll exiting Murray's corner."

Less-than-graceful it might have been but any car that negotiates Murray's at race pace is going to be less-than-graceful or it is not trying. The team finished 4th in class behind two Valiant Pacer 4 Barrels and a Fiat 125S. (Fiat's finest hour at the enduro as it happens).

In 1971 there were no Triumphs but lots of Falcon GTHO's in Class "E" and Holden XU1's and E38 Valiants in Triumph's Class "D". No wonder there were no Triumphs! Again in 1972 there were no Triumphs and it really does seem like the Triumph era in The Great Race is over. In 1973 we are just keeping some chronological continuity here because you have probably guessed by now that Triumph will be back.

Significantly, this is the first year of the event as a 1000km endurance race. It is also the year of the introduction of Improved Production. In hindsight it is easy to understand why almost half the field retired this year. Add 200 kms around Mt Panorama at race pace and you are bound to get reliability issues. The Falcon GT's ate tyres and only one finished, the Moffatt/Geoghegan car in first place, with four Torana XU 1s following.

In 1974 there was more of the same. This time though it was the private Falcon GT entry of John Goss/Kevin Bartlett that took the honours followed by Torana SLR 5000's and then XU1's. That is a heavyweight field in Class "D" that the last competing Bathurst Triumph called home.

On to 1975 and when we had given up (almost!) on seeing a Triumph at the Bathurst 1000 along came the Dolomite Sprint. The Ron Hodgson Motors Dolly driven by James Laing-Peach and Graham Moore finished third in Class "B" (under 2 litre) chasing home an Alfa GTV and an Escort RS2000. There was plenty of class here with seven RS 2000 Escorts and top line drivers such as Tim Schenken, Geoff Brabham, John Leffler and English long distance specialist John Fitzpatrick.

When 1977 rolled around there were still believers, namely Ron Hodgson. Again, with good pilots such as Tim Schenken there were two cars entered but Hodgson got into a furious argument with CAMS officials over eligible equipment.

The CAMS officials were having none of Hodgson's argument to have the cars with the disputed equipment included, so he scratched them both. James Laing-Peach was still there with Bill Green but their race only lasted 12 laps, breaking an axle going up the Mountain. Motor racing can be cruel.

Come 1978 and the Triumphs were not done yet with two entries in Class "C". They didn't figure much in the race commentary but the Wade/Myers car finished 5th in Class "C" while the Berthier/Wootton car had overheating issues and retired on lap 95.



As a point of interest, the A9X Toranas that were replacing the SLR5000 had good "go faster bits", 400bhp, and had a recommended retail price of \$11,000.00! The A9X dominated Class "A" and won outright in the hands of Brock/Richards.

For 1979 the Dolomite Sprints were still there with driver pairings of Wade/Kay and Power/Keubler. They were described as; "simply limping on in what was effectively their last ever appearance on the Mountain."

Still, they finished 6th and 7th in a class won by Peter Williamson/Mike Quinn in a Toyota Celica complete with on-board TV camera for the first time.

I recall Williamson's on-board commentary very clearly as it was fascinating stuff at the time. I was glued to the telly for the whole race!



So was 1979 the end of the Triumph endurance racing story you may well ask. Well, no actually. Two Dolomite Sprints fronted the starter in 1980 and the Wade/Reed car finished 5th in the under 2 litre class.

This time it was much closer to the class winner than in the 1979 results. The Kay/Power car DNF'd at lap 116.

Summary: There you have the history of Triumph in Australia's Greatest Motor Race.

The old adage of; "To finish first, first you have to finish" is so true of long distance motor racing and it was particularly evident in the 20 years from 1960 to 1980. Triumphs did well despite not being at the forefront technologically during the period.

Here's another old adage; "It's better to have tried and failed than never to have tried at all". Did they fail? I don't believe so. For us Triumph folk they were all winners!

FJ

Apologies for the grainy photos, sourced from TV replays to avoid possible copyright issues with items from commercial photo libraries.



# ***TAKE A SNAP, SEND IT IN, MAYBE WIN A PRIZE. YES, IT IS THAT SIMPLE TO ENTER THE TSOAQ'S BOREDOM- BEATING PHOTO CONTEST***

It's really easy and fun as well.

Just pick a Triumph-related theme, find an interesting background and start snapping.

Or search through your archives for a pic that's already digitally saved and contribute that.

Or do both because you can enter as many times as you like.

The rules (opposite) are simple and the possibilities boundless.

When you're done, send your chosen snap(s) to:

[secretary@tsoaq.org.au](mailto:secretary@tsoaq.org.au)

Winning entries will be published either in TRend, or on the website, or in both places.

The entry adjudged the winner will be used (subject to meeting technical criteria) as the cover photo on the October 2020 edition of TRend.



## **RULES OF THE 2020 TSOAQ PHOTOGRAPHIC CONTEST**

The rules are:

- One photo per entry in jpeg format, higher resolution preferred
- The photo must show your Triumph (or some part thereof) and can include the member or other subject matter too
- Include your name, phone contact and membership number

**Judging will be undertaken by the TSOAQ Committee. Bribes are welcome but will have no influence at all on the outcome.**

**Prizes for First, Second and Third place will be Gift Cards to an indeterminate value not redeemable for cash.**

# Your 2020-21 Management Team

## Executive Committee

President Peter Connor 0448 224778 peterconnor3@gmail.com  
Vice President Frank Jacobson 0407 650 703 jacowun@internode.on.net  
Secretary Mike Taylor 0418 983 098 secretary@tsoaq.org.au  
Treasurer Geoff Johnson 0413 734977 maj57@optusnet.com.au  
Editor Cliff Chambers 0417 794880 automo1@bigpond.com  
Web Coordinator Phil Whitely 0411 512660 phil@superplus.com.au

## Ex Officio Positions

Membership Secretary Geoff Johnson 0413 734977 secretary@tsoaq.org.au  
Concessional Registration Geoff Johnson 0413 734977 secretary@tsoaq.org.au  
Club Contact Geoff Johnson 0413 734 977  
CAMS Delegate Frank Jacobson 0407 650 703  
Club Historian/Librarian Frank Jacobson 0407 650 703  
Web Master Adrian Diem 0429 910 339  
Providore Geoff Johnson 0413 734 977  
Gold Coast Rep. Paul Bingham 0419 740 717  
Sunshine Coast Rep. Ian Black 0418 211 655  
Darling Downs Rep. Graham Thompson 0411 039 985  
Events & Drive days Position Vacant

## Marque Captains

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  
Spitfire Geoff 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.*



Your Committee in the throes of Social Distancing

# 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. Some have been sold since the advertisements first appeared so 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 \$50
- 2 Sets Main Bearings +030 vandervell \$30ea
- 1 Clutch master seal kit .70" \$5
- 1 Clutch master seal kit 1" also tr4-5, mk1 2000 \$5
- 1 Wheel cyl kit .80 \$10
- 1 Resleeved Clutch slave cyl 1" \$25
- 1 Resleeved Clutch slave cyl 7/8" also gt6, tr,mk2 sedan \$25
- 1 S/Hand Clutch slave cyl 1" also tr5 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 Alt belt \$4
- 1 Air Cond Belt \$10
- 4 Rear T/Arm bushes Rubber also tr4a-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 bar bushes poly also sedan \$10pr
- 1 Kit Gearbox crossmember insulators also sedan \$20kit
- 4 Thrust washers for Strut tops 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 joiners chrome \$5pr
- Any Questions Just Ask  
Sandy 0402029906



## 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
- S/Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4<sup>th</sup> ring TR4 \$1 for Four
- 1 7lb Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- ! 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
- S/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

## 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 \$1ea
  - 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 & TR7/8 \$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 1¼ SU Flange gaskets \$5 for 16
  - 12 HS6 1¼ SU Air Filter gaskets \$5 for 12
  - 20 1½ 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
- S/Hand Flywheel Bolt Kit 4cyl \$2
- Piston Oil Rings +20 4<sup>th</sup> ring TR4 \$1 for Four
- 1 7lb Deep Neck Radiator Cap \$8
- 1 Fuel sender gasket TR2-3a 50c
- ! 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
- S/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 vandervell 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
- ! 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

## FOR SALE—2500S MANUAL O/D

(from Doug Smith) My grandnephew has inherited a Triumph 2500S in good condition. Previous and current owners are mechanics so it is virtually as new mechanically. It is a 1977 model, manual with overdrive and only has 92000 klms on the speedo. The interior looks to be excellent but it was a restoration project and in the shed for several years so some rust is emerging. He asked me to contact the Club to see if anyone would be interested. Otherwise he will sell through the normal channels.

Car is unregistered and has no roadworthy. Price is negotiable around \$5000. Contact Alexander on 0431 962788



- Engine Thrust Washers Vandervell Sedan/6Cyl
- 1 Std \$1, 1 +005 \$5, Pair +015 \$5pr, Pair +030 \$5pr
- 3 Front lower inner bushes Poly also Stag \$33 for 3
- 1 Check Strap LHR Door New \$6
- 1 Check Strap RHR Door Used \$2
- 2 Exhaust flange gaskets Mk1 2000 also Stag, GT6/Vitesse Mk1 & MK3/4 Spitfire
- 1 Goss Fuel Pump Diaphragm Kit also TR2/4 \$10
- 1 S/Hand Wiper switch Sedan Mk2 early \$15
- 1 S/Hand Lower Steering Column & Universal coupling Mk2 \$40
- 1 Exhaust Valve Mk2 2000 \$10
- 1 Steering column upper coupling not pas Mk2 \$45
- 1 Kit Gearbox crossmember insulators also Stag \$20 kit
- 1pr Upper Diff mount bushes rubber Thin Mk1 \$1pr
- 1pr Lower Diff mount bushes rubber Thick Mk1 \$4pr
- 2 Tie/Strut bar bushes poly also Stag \$10pr
- 2 Front lower inner bushes rubber also stag \$12pr
- 7 Heater Hoses TR6 \$15 for 7



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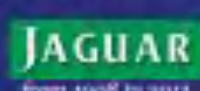
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