

# ***TRend***

October-December 2022

**FINALLY!!**

An All British Day that  
avoids cancellation



## **INSIDE**

**The Mid-Year Run To Yamba**  
**Who Called The Fire Brigade?**  
**More From Mike On Stag Brakes**  
**BMW Club Regularity Run**  
**Frank Makes Your Lights Bright**

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## Come and Join Us

The Triumph Sports Owners Association (Qld) Inc. **NO LONGER** 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. Other venues and dates may be substituted at the discretion of the Committee.

**PLEASE CHECK EACH MONTH FOR GATHERINGS BY VISITING** [www.tsoaq.org.au](http://www.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).

## Contact Us

The TSOAQ welcomes interested parties seeking membership to write to the Club or email 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. .***

***For Sale or Wanted Ads. remain free to Club members***

## **October-December 2022**

**Oct 1st** Cars & Coffee Coorparoo. Turbo Drive from 6am

**Oct 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

**Oct 2nd** ICC Sprints Lakeside Park—organised by BMW Club

**Oct 8th** TSOAQ General Meeting at Carindale Club rooms. This is a SATURDAY Meeting commencing at 10.00am with pizza lunch after. Please notify Mike secretary@tsoaq.org.au or by phone or text to 0418 983098 if attending

**Oct 9th** Cars and Coffee – Samford, <https://www.bgsclassiccars.com.au/carsandcoffee>

**Oct 15th** Cars & Coffee—Taigum Venue is Taigum Square from 7am Enter via Church Road <http://www.carsandcoffeebrisbane.com>

**Oct 16th** TSOAQ Brisbane Run To Crown Hotel Dayboro Gather at Clubrooms from 9am for 9.30 departure. Bookings for lunch required, See TSOAQ website for details

**Oct 23rd** Run to Peak Crossing . This event is Invitation Only and the TSOAQ has just a few allocated spots remaining. Contact Mike Taylor 0418 983098 or secretary@tsoaq.org.au to check

**Nov 5th** Cars & Coffee Coorparoo. Turbo Drive from 6.30am.

**Nov 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

**Nov 13th** Cars & Coffee Samford Village 8.00am

**Nov 17th** GEAR Day Location Lakeside 8.00am See website <http://gear.org.au/> for details

**Nov 19th** Cars & Coffee—Taigum Venue is Taigum Square from 7.00am

**Nov 20th** Brisbane Drive Day For details see TSOAQ website

**Nov 26th** TSOAQ Christmas Party 11am Venue Carindale clubrooms. Details will be included on the TSOAQ website.

**Dec 3rd** Cars & Coffee Coorparoo. Turbo Drive from 6am.

**Dec 4th** 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 .

**Dec 18th** Brisbane Drive Day For details see TSOAQ website

### **VALE Brian Culcheth 1938-2022**

In September, just two days after the death of Queen Elizabeth II, came news that a driver synonymous with Triumph in the rally arena had passed away as well.

Brian Culcheth was born in 1938 and while still in his teens became involved in motor sport, driving Sprites and Minis. In 1966 he raised lots of eyebrows by attacking British forest roads in a most unsuitable Lotus Elan 26R. But it did get him noticed by people who mattered in the world of rallying

Culcheth quickly became accustomed to his new form of motorsport, but often when running in a car with BMC backing, it was from the co-driver's seat.

Brian crewed a Morris 1800 on the first London-Sydney Marathon but it didn't finish. In 1970 he was part of the Triumph team that took on Ford's dominant Twin-Cam Escorts in the London-Mexico World Cup Rally, finishing second outright in a 2500 PI.

After his epic World Cup drive, Brian was perhaps looking for something less stressful and did



several events in Australia. His most public appearance was at the 1970 Bathurst 500 where he and Lyndon McLeod finished 4th in class driving yet another 2.5Pi.

Back in Britain and with Leyland officially out of motor sport, Brian found himself running an unofficial 'works' entry with a Morris Marina; a car he described as light and fast and which won him the 1971 Scottish Rally. That arrangement lasted until the appearance of a rally-spec Triumph Dolomite Sprint in 1974. It won some minor events but couldn't match the Escorts.

Two years in TR7s then followed without any major success, prompting a switch to the Opel team which brought Brian his only British Rally Championship. He retired in 1979, aged 42.

RIP Brian.

# The President's Message—from Frank Jacobson

Hello again

As we head into the last months of 2022 I find myself looking backwards and forwards at the same time. On the one hand we have had some successful activities, firstly with a presentation by the Queensland Fire Service, with the whole of a local unit, fire engine and crew, along to provide a very informative session. Given that house and car fires have been a fairly regular feature of our news services, the Unit's attendance was important for its currency as an issue for us all to be mindful.

The possibility of the Unit getting a call out was always on the cards during their presentation but fortunately for us it didn't happen. However, on my homeward journey at Camp Hill what should pass me, with siren howling, none other than our presenters from less than an hour before!

We will try to organize other presentations from time to time as they seem to fit in nicely with our Saturday General Meetings/ lunch days. Any members who have a suggestion or an idea for a presentation please email your thoughts to the Secretary. The first Sunday and Third Sunday runs have been continuing thanks to members who have taken responsibility for arranging them. I have been unable to attend thanks to shoulder surgery and a period of 12 weeks no driving. I'm not sure what has been more painful the physical or the no driving pain!

One feature of TSOAQ life that has been gradually tapering off in recent years is motor sport activity. G.E.A.R days have filled the gap a bit, but they are non-competitive days, although if someone new to the concept turned up part way through a run the non-competitive aspect would not be apparent. They are good days either socially or from a classic performance car aspect. If you are curious and can have a free Thursday come along. You might even get the bug. The G.E.A.R. website will give you the dates and the locations (Lakeside or Queensland Raceway).

While on motor sport the Leyburn Sprints have recently been run. The entry list is huge and has been a "must do" every year for many. As far as I have been able to ascertain there were three members and their Triumphs competing with Toby Barker finishing first In Touring Cars Pre 1972, 2001cc to 3500cc, Paul Lawrence in Touring Cars Pre 1980, 1601cc to 2000cc, in his Dolomite Sprint, 5th in a big group and Don Milner in Touring Cars Pre 1972, 1601cc to 2000cc, also in a Dolomite Sprint, 2nd in another big group. The two Dolomite Sprints are the same cars separated only by their production date and interestingly Paul would have finished 3rd on times if he had been running in Don's group.

The weekend trip to Yamba was successful thanks to various inputs by members, from the original concept through to the final execution. You will find a more detailed report elsewhere in this edition of *TRend*.

Also in this *TRend* is something for Sidescreen owners. Look for Bit of Kit and an advertisement for "TR3 Tips and Hints" by Chuck McGuire. The contact details are there and although it relates to the TR3 it is bound to have wider application for anyone interested in looking after their Sidescreen TR.

Looking forward reminds us that plain sailing might still be a way off. The Peak Crossing day, run by the Jaguar Club, had to be postponed because of the wet condition of the site of this annual event. The All British Day which looked under threat would have been run by the time this *TRend* reaches members. (Peak Crossing has been rescheduled for late October—Ed.)

The disconcerting news is the long range weather forecast and a third La Nina weather event. The fact that the possibility of it happening yet again is being so positively advanced is a real concern, giving rise to the prospect of it threatening our 2023 MACS event. We can only wait and see how the forecast pans out.

Finally, Wednesday night general meetings continue to be poorly attended. Your management committee continues to monitor and analyse the situation as there are several factors that contribute. Starting with October, the Wednesday meetings will cease.

The Saturday Meetings/Lunch concept is proving more beneficial for the club than Wednesday meetings but its regular practice within our tenancy arrangements at the clubrooms is somewhat difficult. We think we are close to a more practical meeting/social plan which will be provided to members more fully when we are happy with the mix.

Frank

# EVERYONE IS IN WHITE AND OFF TO YAMBA FOR THE MID-WINTER JAUNT



The 2022 weekend away to Yamba was run without being threatened by lousy weather and wasn't that a pleasant change. However, as any of the travellers can attest, there were plenty of signs that La Nina had been and done her thing.

The starting point was the Beaudesert Visitor Information and Community Arts Centre and what a handy spot it was. The volunteer ladies looked after our morning tea needs and the arts and crafts type items available encouraged some to make purchases. A good drive, in great weather, took us to the lunch stop at Kyogle where we scattered around and supported some of the local eateries.

The second leg, taking us to our Yamba destination, needed a change from the original route, part of which was in really bad condition. It was no place for elderly Triumphs to be running around! Instead, we took a more civilized route through Grafton which broke the group up but we all came out the other side and into Yamba without loss.

This part of the drive was a good example of the value of having the course surveyed before the trip. That isn't always easy because of distances involved but thanks to Don and Sandy Milner who checked the road we were spared the hassle of finding an alternate route mid trip.

The Aston Motel was in comfortable walking distance from our evening venue where "white was the colour of the night". Everyone was in their best (?????) white and as hoped for it proved the value of a fun theme as an ice

breaker and party starter. The facilities were good and our private room for dining was ideal. A two-part trivia test and a "best in white" saw various prizes allocated to the winners while the rest of us were in second place. Sunday's program had the group touring back along the Clarence River, through McLean to Grafton and then up the west bank to our lunch-stop at Lawrence.

The hotel is an idyllic spot on the river where it would be quite easy to while away the afternoon. Many patrons have done that in the past and gone home leaving their hats behind! If you were one of those in a time past your hat will still be hanging on the wall with dozens of others!!!!!!

To finish off our local tour we went along to the Lawrence Museum and a fine little local museum it was. I was a bit disappointed in that I didn't get to see all the displays. Maybe I am just a slow museum visitor. If you are ever down that way and looking for something to do it is certainly worth a visit and your patronage helps to keep it operating. Incidentally, getting from Grafton to Lawrence was a good example of some of the rain damage to roads. At times it felt like a gymkhana event dodging potholes and washed out road.....fun, as long as one managed to avoid them. A car ferry ride got us back across the Clarence.





## MORE FROM THE YAMBA JAUNT



Our evening meal was at the Pacific Hotel on the cliff top at Yamba. Despite being advised on the previous day that because of staffing problems the hotel would be opening just to accommodate our long standing booking they were fully open and we weren't going to get the special treatment we expected.

The venue can be better appreciated during daylight hours as the hotel looks over the Pacific from its very elevated site, so if you are ever down that way on a sunny day make it a daytime visit

The next day, Monday, was time for farewells. Some of the group had fairly long travels, e.g. to Toowoomba and the Sunshine Coast so a solid day's driving was in store. I understand all arrived home safe and well and appreciative of an enjoyable weekend among friends. Frank J.



### LADIES' GROUP MEETS IN HAVEN FOR POTTED PLANTS



What We Hear .....

# The Editor



## Here's to Spring and new beginnings.

I begin that way because my time as TSOAQ Editor is coming to its end and because the loss of famous people and close friends alike brings change of its own.

As some will know, I have for many years written for other publications and been at the beck of Editors during that time. As *TRend* Editor, even in a very limited way, it has been rewarding to choose the content, request contributions (and usually get them) and every few months, see a finished product appear.

Now, as demand for my 'content' increases and my vehicle valuation business expands, I have less time for other activity. Plus, by April 2023 I will have occupied the Editor's chair at *TRend* for five years and it is time for a fresh mind and new ideas.

The Editor's task isn't difficult. If you are like me, a complete klutz at layout and pagination, it will occupy 70-80 hours each quarter. If you are competent at desk-top publishing it should take appreciably less. That time doesn't include attending Club events which you may chose to do. However, in many instances it is easier to ask someone who is going to snap a few pictures and pen some descriptive words.

Fortunately, we have within the Club several talented writers who can provide content on social, technical and historic topics and get their stuff in on time. As Editor, you also get a seat on the Club Committee where you will be helping shape the TSOAQ's future. If you think you can't write, record yourself telling someone what you did on a Club run then type it out.

Anyone who wants to give the Editor's role a go, contact me via [automo1@bigpond.com](mailto:automo1@bigpond.com) or Secretary Mike Taylor [secretary@tsoaq.org.au](mailto:secretary@tsoaq.org.au) for the full job description.

Time passes and stellar lives inevitably end. Recently we have seen the passing of the only Monarch that some of us have known, and within days of Her Majesty's death the loss of factory Triumph driver Brian Culcheth.

In late July, we also lost another stalwart of the automotive world; Max Stahl. Although known more as a writer, commentator and communicator than as a competitor, Max in his early days was a dedicated circuit racer and top-class rally driver.

In 1961, 26 year-old Max left his day job in the world of advertising to edit a hot rodding magazine; experience which would lead to his role as Managing Editor of a motor sporting newsletter called Racing Car News.

Over the next 20 years and under Max's guidance, RCN came to be known as the 'bible' of Australian motor sport. Max commissioned professional writers and absolute amateurs alike to file coverage from significant automotive events and many others that were more obscure. Once able to afford full colour covers. Max would commission local artists to produce an evocative scene from one of the month's events. It could be anything from a clubman sports car race or Formula 5000 to a scene from an international rally, but they ensured each new edition of RCN sold out quickly. At least one cover, I recall, did feature Pro-Am TR7s.

I met Max in the 1980s when both of us trawled swap meets attempting to fill gaps in our collections of local motoring magazines. Then in the 1990s I worked alongside him, organising fund-raising rallies for the Kidney Foundation and Camp Quality.

Max was known as a man who could talk anyone into anything and immediately recruited legends of local motorsport to set the routes competing cars would follow and be Road Bosses in charge of vehicle safety and driver behaviour. Among the names called in to assist were former Bathurst 500 winner Bruce McPhee and doyen rally navigator John Bryson.

Travel safe old friend. I will miss our chats and access to your immense automotive knowledge.

Cliff



# STAG REAR DISC BRAKE CONVERSION

**With Mike Taylor**

In the last magazine I detailed the recent front brake upgrade for my Stag, which got me to thinking why not do something similar for the rear? So I purchased a kit from Monarch in the UK who had also supplied the front brake upgrade kit. It came with new rotors, single pot sliding pillar calipers, back-plates, pads, Goodrich reinforced flexible hose, new handbrake cable and all mounting hardware.

The old rear drum brake components have to be removed in their entirety which involves removing the hubs and possibly sections of the drive shaft depending upon whether standard or upgraded hubs and shafts are installed. Firstly, the brake drum, all springs and shoes require removal, the hydraulic lines and handbrake cable are disconnected.



Shiny new rotor and caliper

I fitted plugs to the brake lines to minimize the loss of silicone brake fluid. The brake cylinder can be removed from the back-plate prior to hub removal or alternatively both items can be removed as one.

In my aftermarket drive shafts, the hub requires removal from the trailing arm to get the old back-plate off which is then replaced with the new back-plate from the kit. The hub can then be refitted, being careful to only torque up the retaining nuts to recommended value so the studs were not stripped from the trailing arms.

The discs could then be fitted and the disc run out checked with a dial gauge. The single piston sliding pillar calipers could then be attached, followed by the brake pads. After fitting the Goodrich flexible reinforced brake hoses supplied in the kit I could then get on with bleeding the complete brake system. I have always used silicone brake fluid in my classic cars, and although I have heard of people having problems with bleeding, I have never had an issue with the fluid.

From my point of view silicone fluid has two major advantages, it does not absorb water, therefore there is no need to change fluid and the brake components do not corrode. I had silicone fluid in the Jaguar for over 30 years and apart from pads never had the need to change other components during this time. It also does not damage the paintwork should some get accidentally spilt.



Brake installed with handbrake cable secured to trailing arm

All four sets of calipers were then bled, starting with the rear then the front, I used the traditional method of pumping the brake pedal whilst opening the bleed nipples with bleed tube attached, on each caliper in turn. At the end the pedal still felt a bit spongy so decided to fit the handbrake cable prior to heading out on a road test.

Monarch supplied a new handbrake cable that required some modification to allow it to fit, comprehensive instructions were supplied that involved both inner and outer cables. After a trial fit, I cut an additional section from the driver side outer cable to ensure that the cable could be attached well clear of the road surface.



Spacers and longer studs are required

The test run confirmed that the pedal was spongy, so next day I went around all four calipers and bled them again, alas with no improvement. Then I noticed that the bleed nipple on the rear calipers was fitted at an angle that may have allowed an air pocket at the highest point. The rear calipers were removed from the back-plate and held so that the bleed nipple was at highest point and bled with a vacuum bleeder, after vacuum bleeding both rear calipers they were refitted, and a road test confirmed that the pedal was now solid.

A longer test drive around the local area served to complete the initial bedding of the pads, then the initial bite of the brakes further improved during the weekend away in Yamba. The final test was a drive over Mount Glorious for lunch at Fernvale bakery. Carol was with me so perhaps I did not use the brakes as aggressively as I had on earlier drives, however I was pleased to get no brake fade. The general braking feels much more reassuring, with excellent initial bite and less pedal pressure required.

Mike Taylor



Disc runout checked with a dial gauge



# TSOAQ MEMBERS TAKE TO THE TRACK FOR BMW CLUB ICC ANNUAL FUNDRAISING REGULARITY RUN



Sunday 24<sup>th</sup> July at Lakeside, 10 teams of four cars contested five sets of five lap heats with aggregate times for the day determining the winning team.

The event for the past several years has been organised by the QLD BMW Club in the interests of raising funds to support homeless youth. This year, Team Triumphant comprised TSOAQ members Daryl Tonkin in his Mazda MX5, Cliff Chambers aboard a cumbersome but surprisingly quick Subaru Liberty wagon and John Partington in an actual Triumph TR7. Our fourth participant had to withdraw due to a bout of Covid and was replaced by a BMW Club member who we never met.

For those who don't know, the aim of Regularity events is to nominate a time and then reel off five consecutive laps as close as possible to that time. It is not to nominate a time then go out and run five seconds faster or slower than your target. Never mind, it was a lot of fun and we will know for next time.

Despite some spectacular penalties (including 1000 points incurred by our BMW Club blow-in for twice running faster than the minimum permissible lap time of 1 minute six seconds), Triumphant still didn't come last and finished 7<sup>th</sup> out of the 10 teams entered. Daryl went close to breaching the rules on one spirited lap; his 1.08.03 being the fastest he and his modified MX5 had ever been around Lakeside.

The eye opener for me as a total novice on Lakeside was how interesting a track it is and how watching and following the experienced drivers can slice several seconds off your lap time. The fastest way around this track isn't always the most obvious. Pace even among the slowest groups (mine) was reasonably hot, with most cars bettering 1 min. 20 seconds. Some of the quicker cars obviously should not have been seeded amongst the inexperienced and I was on two occasions overtaken within the five laps by a pair of very quick MX5s that started ahead of me and were obviously having a private race.

To a large part, the field comprised cars that their owners would use as everyday every-day transport, with no special preparation except a bit of extra air in the tyres. I was running on some dreadful old tyres of south-east Asian origin which would be sent to the recycler next day, but for future events (the BMW Club runs several Regularities each year) I will invest in a set of extra rims and semi-slick tyres which will hopefully provide some stability through the faster bends.

Everyone seemed to be having a great time and the \$180 cost (plus \$35 for a Lakeside Only day licence) was good value considering the track time it bought. Anyone who wants to form a team for next year's Regularity should talk to Daryl Tonkin.

There were winners of course, and congratulations go to the *All M's Team* of Tim Boyle, Greg Wilson, Daryl Kan and Dean Sharpy with an aggregate of 2075 points, closely followed, with just 10 points more, by *1er'3 Reborn*, and the *Bombshell Motorsport Women* in 3rd place. Individual congratulations go to Ben Nicol as the outright lowest scorer with just 202 points lost, followed by Christine Murphy on 265 points and Scott Coleman just 4 points behind her on 269.

All the results for the day are available at [natsoft.com.au](http://natsoft.com.au) Click Circuit Racing at the top, find the event and click VIEW.



# SATURDAY MORNING MEETING WITH THE CREW OF THE BIG RED FIRE TRUCK

It was meant to occupy 15 minutes, followed by a tour of the Big Red Truck in the car park, but Peter Bezett's presentation captivated the TSOAQ July meeting so completely we forgot to have a formal meeting at all.



Peter, in his capacity as Station Officer at QLD Fire & Rescue Morningside, began by saying he was 'winging it' on 15 minutes' notice, but still managed to hold the group's attention and prompt a string of thoughtful questions for over an hour.

The indoor meeting then moved to the sunlit VVCC car park where Peter and his crew of three opened all the doors and lockers on their 20-tonne Scania fire appliance and explained in detail how various pumps, nozzles and items of rescue equipment worked.

During thirty years as a fire fighter, Peter has attended hundreds of fires. Today, though, the Fire and Rescue Service spends most of its time at vehicle-related incidents, often making the difference between someone surviving a serious crash or not.

"Using the gear we carry we can open a jammed door in seconds or cut the roof off a vehicle in minutes," he said. "That not only gives the medical people better access to a trapped patient, it also means the person doesn't feel like they are jammed in a confined space. They can look up and see the sky and what's around them."

Peter said that during training, the Fire Service tests its own recruits for resilience in confined spaces, plus their ability to work at heights and in smoke. All fire appliances now carry thermal imaging cameras which allow firefighters, with breathing apparatus, to enter smoke-filled buildings and find an unconscious person before the fire reaches them.

"Smoke detectors are life-savers," he said. "These days we have legislation that requires all new detectors to be interconnected and existing detectors to do that by 2027. It means if you have one in the garage and your car suffers an electrical fault that starts a fire, the detector which we recommend be installed in the garage will trip all of the others."

He said that modern detectors were less sensitive to low concentrations of smoke and less likely to go off because you burn the toast.

Available to members at the meeting and from any Fire Station was a range of leaflets and brochures to help householders and car owners understand the threats posed by fire and how to prepare and protect yourself and your home.

One brochure entitled 'Get Ready Guide' runs through a range of perils, from fire and flood to heatwaves and lists simple steps that we can take to manage our exposure to harm. It also lists items to pack into an Emergency Kit and take with you in an Evacuation Kit.





# BIG 'CENTENARY OF TRIUMPH' QUIZ

Time now for The Answers (no cheating, no grizzling).

Q1 What was the model designation of the first four-wheeled Triumph? **10/20**

Q2 What was the engine capacity of a four-cylinder TR7? **1998cc**

Q3 What was the main mechanical difference between a Triumph TR5 and TR250?  
**The TR5 had fuel injection, the TR250 did not.**

Q4 Name the company that assembled Triumphs in Australia from the 1950s-70s.  
**Australian Motor Industries**

Q5 Who crewed the car that finished second in the 1970 World Cup Rally (driver and co-driver)? **Brian Culcheth and Johnstone Syer**

Q6 After featuring in a television series, what model Triumph became known as The Bergerac Car? **2000 Roadster**

Q7 What colour was Lex Davison's 1965 Armstrong 500 Triumph? **Red**

Q8 With what other form of transport does the Triumph Spitfire share a name?  
**WWII fighter aircraft**

Q9 What company supplied fuel injection equipment used on 2.5-litre Triumph engines? **Joseph Lucas Plc (Prince of Darkness Inc. accepted)**

Q10 What was the Triumph TR1? **Prototype sports model that forced Triumph to develop the TR2**

Q11 In three words or less, summarise test driver Ken Richardson's assessment of the TR1. **A Death Trap**

Q12 What is the capacity (in cubic centimetres) of a Stag V8 engine? **2997cc**

Q13 What was the Australian race series for TR7s called? **Pro-Car or Pro-Am**

Q14 Who drove a TR7 in the British TV series 'The New Avengers'? **Purdey (played by Joanna Lumley)**

Q15 Which company supplied overdrive units to Standard-Triumph? **Laycock de Normanville**



Q16 In which British city was Standard-Triumph's main manufacturing plant?

**Coventry**

Q17 Name the 2.1-litre Saloon that joined the Triumph range in 1949. **Renown**

Q18 What is a TR3B? **US market continuation of the TR3A**

Q19 Which Triumph model is this ?? (Quiz Pic 1) **TR5 PI**

Q20 What feature of the Triumph Herald made engine maintenance easy? **Tilt front**

Q21 Which Triumph was the first with independent rear suspension? **Herald in 1958**

Q22 What was the name of the targa-style roof fitted to some TR4s? **Surrey Top**

Q23 Which production Triumph was the first with a six-cylinder engine? **Scorpion in 1931**

Q24 Which Italian stylist helped shape Triumph products during the 1950s and 1960s? **Giovanni Michelotti**

Q25 What is famous (or infamous) about the Dellaca/Wade Dolomite Sprint that contested the 1976 Bathurst 1000? **It was the car that hit the stranded Jack Brabham/Stirling Moss Torana on the start line**

Q26 Which was the first production Triumph with four headlights? **Vitesse**

Q27 What model Triumph contested the 1970 World Cup Rally? **2.5PI Mark 2**

Q28 Who is credited with reviving the Triumph car brand after World War 2? **Sir John Black**

Q29 What model name was used in Britain for a Herald-based delivery van? **Courier**

Q30 What model was the first front-wheel drive Triumph? **1300**

Q31 Before windup windows, Triumph sports cars used what instead of glass? **Side screens**

Q32 What feature identifies a TR3A Triumph when viewed from the front? **Its full width grille**

Q33 Where is the fuel tank in a 2000/2500 Saloon mounted? **Below the rear window (in the boot also accepted)**

Q34 What colour were the majority of Dolomite Sprints imported to Australia? **Mimosa Yellow**

Q35 What size tyre would have originally been fitted in Australia to a Triumph TR2? **5.50x15 crossply**

Q36 Which Triumph sports car shared two significant body design features with the E Type Jaguar? **GT6**

Q37 What features were they? **Tilt front and rear hatch**

Q38 Name the last sports car model to be announced by Triumph? **TR8**

Q39 A Triumph Dolomite Sprint driven by whom won the 1975 British Touring Car Championship? **Andy Rouse**

Q40 This (Quiz Pic 2) TR7V8 was rallied by which former Australian Rally Champion? **Colin Bond**

Q41 The TR4A had what kind of rear suspension? **Independent**

Q42 Who was principally responsible for the styling of the Triumph TR7/8? **Harris Mann**

Q43 Where did the best-placed Triumph finish at Le Mans in 1965? **13th Outright, 1st in Class**

Q44 What is wrong with the description of this model (Quiz Pic 3) **Model shows a 2000, should be a 2.5PI**

Q45 How much bigger was the engine in an Australian-spec Triumph TR4 than the engine in a TR3A? (in cubic centimetres) **147cc**

Q46 What was the last Triumph to be sold new in Australia? **TR7**

Q47 Who now owns rights to the Triumph car brand? **BMW**

Q48 What was the model name of the last car to be badged as a Triumph in Britain? **Acclaim**

Q49 Which company supplied the Acclaim? **Honda**

Q50 In what year was the first four-wheeled Triumph car made? **1923**



# HOW TO BRIGHTEN UP YOUR TRIUMPH

Have you ever been on a drive day and noticed the Triumph you are following has one or more dull, hard to see, tail/ stop lights? The likelihood is that it has been a TR7 or TR8, but other models may suffer the problem. This article is a guide to how the problem can be fixed and how you can be more obvious on the road without spending much more than just your time. My example is about TR7 tail lights but the principles are universal.

The source of the dullness problem is often a bad earth. On old cars, as all Triumphs now are, the contacts in your car's lighting circuitry can get gummed up in all sorts of ways.



It affects the flow of electrical current, hence the problem. Just hours before I started to write this *TRend* article I found our ever reliable electric jug refused to boil water.

They are a very simple device and I went straight to the contact between the base plate and the bottom of the jug. Sure enough, I found the electrical contact points were dull and grey looking.

Ten minutes work with my trusty Dremel and the contacts were bright and shiny and the jug was boiling its head off. Tail lights like the same level of clean contact.

Removing the tail light assembly from the car (TR7 in this story) we find four bulbs in their own sockets. Removing a bulb from its carrier we find on close inspection, a small tab, not to be confused with the two locating arms for fixing the bulb carrier into the tail light assembly (see attached photo P.1).

There are three things that can be done here and they are best done with a Dremel tool and wire brush, but can be done less conveniently with a normal hand drill/wire brush and/or 240/400 grade wet and dry paper. (See the Dremel and wire brushes in the attached photo P.2).

Polish to brightness the tab (as shown). That's one thing. The second is to fit the bulb carrier to the assembly and work out where the tab comes to rest when fully home in the assembly.

Mark that point and remove the carrier and clean/polish the contact point on the assembly body (about 12mm of length).

Alternatively, you could clean the whole circumference of the bulb carrier orifice. The third thing to do is lift the tab.....gently, using a small screw driver. Over the years some bulb carriers can become a loose fit and giving the tab that you have polished a slight lift you will find that the carrier becomes a firm fit in the assembly.



You will soon work out how much is needed to provide a firm fit and complete a good earth contact from the assembly through the bulb carrier to the bulb.

At this point have a look at the bulb tip and its contact. I have found they are usually surprisingly good and clean but if they aren't a clean up is a good idea. It goes without saying that it is also time to make sure the bulb element is not broken.

All you have to do is treat all the bulb socket combinations on both tail lights with the same procedure. As you work you will find that you become quite slick at getting each done.

Now for the next stage. On the TR7/8 tail light assembly, in the middle of the four bulb sockets, you will find a male electrical connection (Photo P.3). Get the Dremel or sand paper and clean it.

There should have been a black earth wire taking the earth to a mounting point on the body. On the TR7/8 it is via one of the assembly mounting screws. (The assembly body itself doesn't provide an earth because it has an insulation gasket.) At this point it may be a good idea to have a set of fresh taillight gaskets, two on each tail light and available from Rimmers). Make sure that the contact of the earth wire at the mounting screw is clean.

While on this project I noticed that the tail light assembly in the cavity in which each bulb resides was quite dull. It seemed like improved reflective capacity would be a good idea. I cleaned each of the surfaces and gave them a light sanding with the 240/400 grit paper. I used a spray can of a product called Liquid Chrome, Hi Shine, no primer required, from Autobarn.

It provided a nice finish more like bright aluminium than chrome (see the comparative photos P.4 and P.5). The pictures don't do the difference justice. The end result is much better in the metal.

In the interest of good bright lights, I also took the opportunity to add an extra earth wire to each tail light as a back-up. This step is probably a bit of overkill but easy to do as I had all the bits at hand. All you need are crimping pliers, side cutter, ring terminals, female spade terminals, piggy back terminals and black wire, all available from your friendly motor accessories place if you don't already have those items.

Tip.....sometimes female spade connectors become loose and are capable of coming loose in service. A simple fix can be done with a pair of pliers. Just give the rolls on the contact area a VERY gentle squeeze and test. That's usually enough to tighten the connection and guarantee that it stays put.

Reassemble both tail lights and refit and connect the wiring. Test the lights to make sure that all the connections are correct and marvel at how much better your tail lights now look.

Frank J





## Sun Shines On 2022 All British Display Day

### Record Turn Out Of Triumphs

For the first time in two years, there were no Covid restrictions, no soggy playing fields and the sun shone brightly on the All British Day. Triumph members were out in force as well, with more than 35 cars attending during the course of the day. Also present at various times were examples of all

Triumph models from the 1960s-70s so well done to all those members who made the effort.





More from the 2022 ABD







## TR3 Tips & Hints

Restoration Work For Triumph TR3

by Chuck McGuire

This is over 150 page looseleaf binder with restoration comments and checklist.

Sections covering the TR3 body, cooling, electrical, engine, fuel, power train, suspension, upholstery & trim with step-by-step photos, diagrams and drawings.

Chuck has been a British car club member for over 30 years and has restored 6 TR3s

The photos and descriptions in this book are assembled to explain and show how you can do many of the repairs yourself.

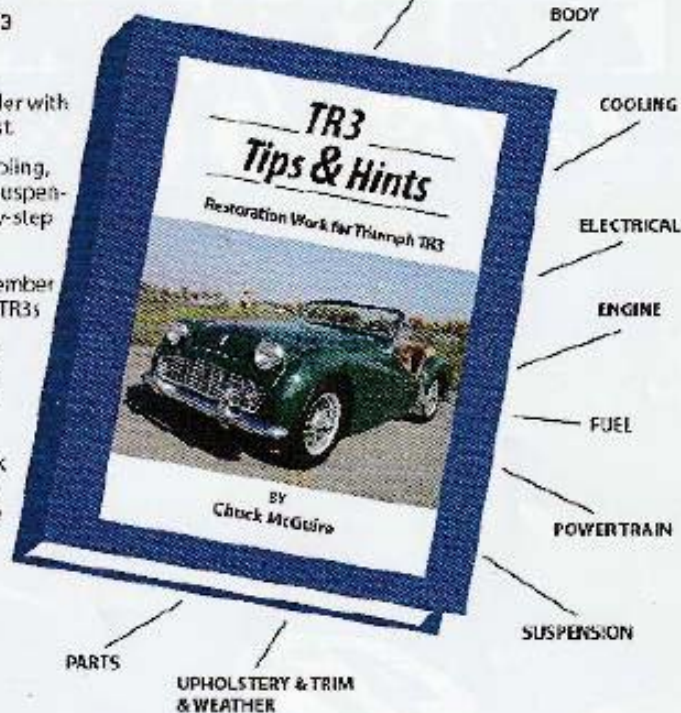
Chuck has tried to explain each task as he accomplished it and to show tips for the easiest way to complete the work.

### ORDER INFORMATION and PRICING

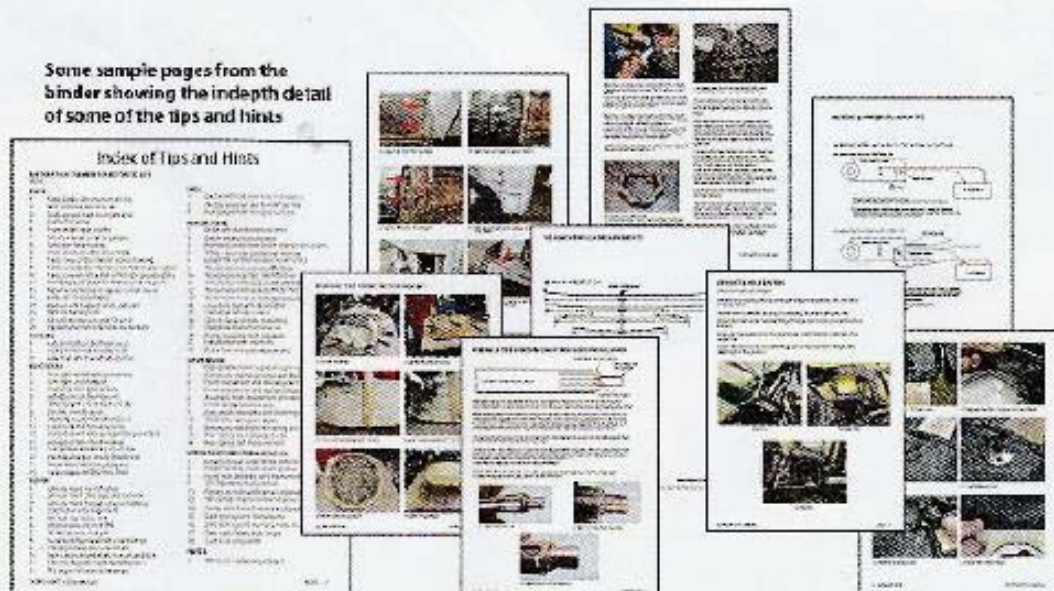
#### CONTACT

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### RESTORATION COMMENTS AND CHECK LIST



Some sample pages from the binder showing the indepth detail of some of the tips and hints



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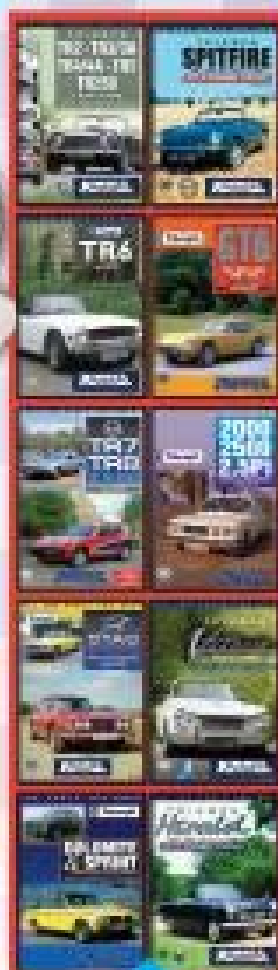


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