

TRend

JULY- SEPTEMBER 2022

INSIDE THIS ISSUE

The FIRST EVER

TRIUMPH MEGA QUIZ

Test your Triumph knowledge and win

ABSOLUTELY NOTHING

***ONCE WERE CHEAP - OUR BUYING GUIDE WONDERS
WHERE ALL THE AFFORDABLE TR2-3As HAVE GONE***

Service, Spares & Repairs to all British vehicles



Greg Tunstall Mechanical

Unit 3, 255 South Street Cleveland QLD 4163

Ph. 61 7 3821 0622 Fax 61 7 3821 0328

Email: mmrgregt@bigpond.net.au

Web: www.gregtunstallmechanical.com.au



Classic Car Clinic

Service. Restoration. Sales



SPECIALIST EXPERTISE FOR TRIUMPHS

Classic Car Clinic has decades of experience with all types of Triumph and we are passionate about this iconic car.

We provide a comprehensive range of services including all service, mechanical and electrical work and have established partners for paint, body and trimming requirements too.

Should it help in getting back from the workshop, courtesy transport can be provided and we can also offer a pick-up service for your car too. Call us or email to make a booking for your Triumph we and look forward to seeing you soon.

37 Lemana Lane, Burleigh Heads, 4220

Our phone number is 5659 1455

info@classiccarclinic.com.au



*This month in **TRend***

Contents

TRend Events July-September 2022 **4**

President's Report **5**

The First Ever Triumph Mega Quiz **6**

From The Editor's Desk **9**

Run To St Bernards Hotel **10**

Mike Taylor On How To Install Better Stag Brakes **11**

Ladies Group Gathering **14**

TR2-3a Buying Guide **15**

Parts For Sale **17**

The Barrel Run **18**

2022-2023 Management Team **19**

Come and Join Us

The Triumph Sports Owners Association (Qld) Inc. normally 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 BY VISITING** www.tsoaq.org.au.

DUE TO COVID-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. For more information, visit our website today 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

TRend Events

July-September 2022

July 7-10th HSCC Historic Races at Morgan Park, Warwick

July 9th TSOAQ Monthly General Meeting at Carindale Club rooms. This is a SATURDAY Meeting commencing at 10.00am with pizza after

July 14th GEAR Day Location Lakeside 8.00am See website

<http://gear.org.au/for details>

July 15-17th Queensland Supersprints Morgan Park

July 16th Cars & Coffee—Taigum Venue is Taigum Square from 7am Enter via Church Road

July 16-18th TSOAQ Yamba Run. See TSOAQ website for details

July 16th ICC Autocross Lotus Club—8.00am Lakeside

July 21-24th Jumpers & Jazz Festival Warwick

Aug 6th Cars & Coffee Coorparoo. Turbo Drive from 6am.

Aug 6th Multi Cultural Festival Mt Gravatt Showground from 7.30am

Aug 7th 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

Aug 10th TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7pm

Aug 14th Cars & Coffee Samford Village 8.00am

Aug 14th ICC Economy Run Organised by BMW Club

Aug 18th GEAR Day Location QLD Raceway 8.00am See website <http://gear.org.au/for details>

Aug 20-21st Leyburn Sprints

Aug 20th Cars & Coffee—Taigum Venue is Taigum Square from 7.00am

Aug 21st Brisbane Drive Day For details see TSOAQ website

Aug 28th Peak's Crossing Car Display (Numbers are limited please contact Mike Taylor secretary@tsoaq.org to register interest in attending)

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

Sep 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

Sep 10th ICC Hillclimb Mt Cotton Organised by MG CC

Sep 14th TSOAQ Monthly Meeting at Carindale Club rooms. Arrive from 7pm.

Sep 15th GEAR Day Location Lakeside Park 8,00am

Sep 17th Cars & Coffee Taigum Square from 7.00am

Sep 18th All British Display Day From 8am For details see TSOAQ website

IS IT A CAR OR A TRACTOR?

Most of us have been privy to comments about the early TR four cylinder engine being a tractor engine put to a better (?) or different use. Sure, the engine that powered the TR2, TR3 A and B and the TR4 and 4A have a strong resemblance to that which powered the Grey Ferguson tractor. They are certainly related and share the same DNA but they are not the same thing.

The story starts with the Standard Motor Company's 20S, 2 litre engine which was principally designed and developed for the Vanguard of 1947. After World War 2 with the world moving to a peace time requirement for farm machinery and passenger cars, "Sir John Black quickly realized that substantial reductions in costs could be achieved by modifying BOTH (the Ferguson tractor and Vanguard sedan) engines so that the same tools and similar factory methods could be used in making the basic parts of BOTH engines."

The 20S engine of 2088cc was developed up from smaller versions and was to power three series of Vanguard models. With the remains of the Triumph company that Sir John had strategically acquired, a sleeved down version of 1991cc was used to power the TR2 and TR3. The TR3A had it and the option of a 2138cc version of the engine which was standard in the TR4 (the 1991cc version remaining an option).

The engine is an extremely sturdy unit with a hefty 3 bearing crank, large main and big end bearings and wet liners. These components are interchangeable with the tractor engine. While both engines are of basically the same type there are many differences in detail and arrangement. They have different blocks, different heads, different sumps and manifolds as well as different oil filler and position of the starter motor to name just a few.

There were enough similarities and a few fundamental differences so that a production of 1000 units a day for car or tractor could be scheduled as a regular factory operation. This was particularly important for post war Britain as it endeavored to get its peace time production up and running and meet world demand for these products.

So, there you have it, the engines are different but sufficiently closely related for us to claim the Ferguson as part of the Triumph family, in my humble opinion. *TRend* magazine acknowledges Brian Birch, Vanguard Archivist of the Standard Motor Club as the expert source of this information.

Frank J.

The President's Message—from Frank Jacobson

Hello again

Covid did a good job on our TSOAQ program for this first half of 2022 and rain and flooding took over from there. Flu is lurking and an election (over thankfully), inflation, price hikes (especially fuel) and instability in Europe all help to paint a bleak picture.

You may wonder where I am going with this. Where I am going is to suggest that our interest in Triumphs and motor-ing remain a form of escape for us, so “do yourself a favour” and join in the activities that appear on our calendar of events (whenever you can).

Recent organized runs have been well attended and a good day out and hopefully enjoyed by all. One activity that the Committee has discussed, but not at great depth, is that of mid-week runs. Many members are retired or are in employment that allows them to take the opportunity of some mid-week time off. The appeal that it has is that most venues and locations of interest are only lightly patronized mid-week and are easy to access for parking, and service at coffee shops etc. is generally crowd free.

Those circumstances make for very relaxing social gatherings. Hopefully we will be able to put a couple of these mid-week events together to test the waters. In the meantime, you are encouraged to send a note to the Secretary either supporting the concept or offering suggestions, or both. As always lookout for the Club events calendar and the Secretary's “Mass Mails” for details of these activities.

Over more years than I care to think about I have always found joining a new club (or any new group for that matter) a difficult thing to do. Some people are good mixers and some aren't but for both new and established members a new member settling in can be awkward. It can seem at times like a membership is a mistake. It isn't. The reason it isn't is because we are drawn together by a common interest in Triumphs (and other cars, Volvos!!! for example) and motor-ing, and social gathering is our main way of sharing that interest. The simple rule is, “just hang in there”.

The TSOAQ is made up of members with a wide variety of backgrounds and nonmotoring interests with interesting stories to tell. It just takes time for them to find you or for you to find them. I hope you have read this far. Assuming that you have, I want to remind you that volunteering is welcome. If you think you can contribute, either actively or with ideas, you will always be welcome.

It was a great disappointment to have to cancel this year's MACS event. Preparation work had been progressing nicely despite the weather, plans were well in hand and purchases of additional, necessary equipment had been made. Regular inspections of the Belmont Rifle Range site had sowed the seed of alarm as the grounds were not getting the opportunity to dry out and mowing was not able to be done. In the end the core MACS Committee realized that the site was not going to be fit for the event that we run each year.

Further substantial rains before and on the event weekend proved conclusively the good sense and good judgment of the decision to cancel. I wish to thank the work put in by the Committee and helpers and trust all will look forward to drier times in May 2023.

For members who knew Peter Kerr and his yellow Rover V8 powered MG TC we acknowledge his passing and a funeral service at Buderim. Although Peter wooed Carol (Cooke) our former Editor to the land of the MG he was a classic motor-ing and motor sport enthusiast to his bootlaces and he will be missed.

Frank

THE FIRST EVER, VERY BIG, POSSIBLY DIFFICULT BUT HOPEFULLY FUN

TRIUMPH QUIZ

no prizes, answers in the next issue of *TRend*
(Cheat if you think it will help)



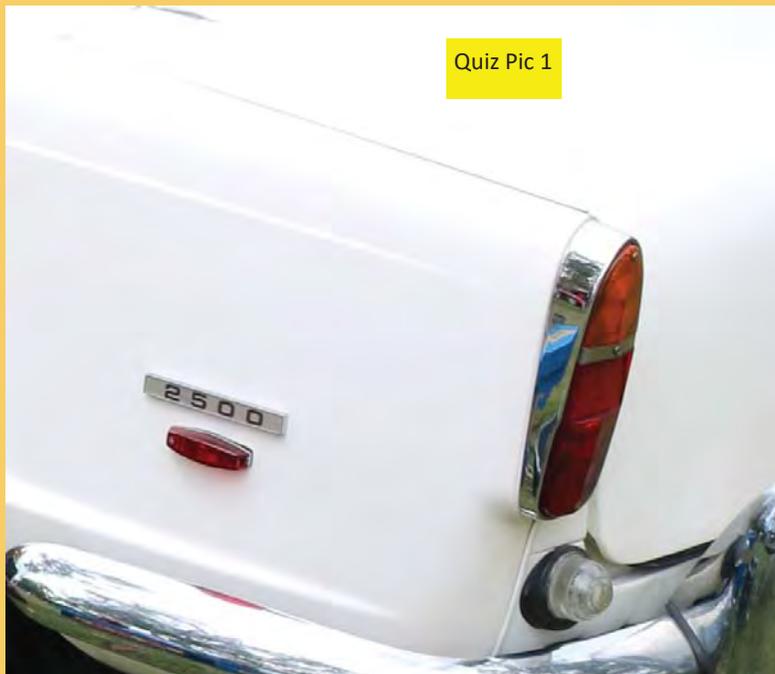
THE BIG 'CENTENARY OF TRIUMPH' QUIZ

2023 marks the 100th Anniversary of Triumph as a car brand.

Events and celebrations will be held throughout the world, but to help expand everyone's knowledge of our Marque, lets get a head start with The Quiz.

- Q1 What was the model designation of the first four-wheeled Triumph?
- Q2 What was the engine capacity of a four-cylinder TR7?
- Q3 What was the main mechanical difference between a Triumph TR5 and TR250?
- Q4 Name the company that assembled Triumphs in Australia from the 1950s-70s.
- Q5 Who crewed the car that finished second in the 1970 World Cup Rally (driver and co-driver)?
- Q6 After featuring in a television series, what model Triumph became known as The Bergerac Car?
- Q7 What colour was Lex Davison's 1965 Armstrong 500 Triumph?
- Q8 With what other form of transport does the Triumph Spitfire share a name?
- Q9 What company supplied fuel injection equipment used on 2.5-litre Triumph engines?
- Q10 What was the Triumph TR1?
- Q11 In three words or less, summarise test driver Ken Richardson's assessment of the TR1.
- Q12 What is the capacity (in cubic centimetres) of a Stag V8 engine?
- Q13 What was the Australian race series for TR7s called?

- Q14 Who drove a TR7 in the British TV series 'The New Avengers'?
- Q15 Which company supplied overdrive units to Standard-Triumph?
- Q16 In which British city was Standard-Triumph's main manufacturing plant?
- Q17 Name the 2.1-litre Saloon that joined the Triumph range in 1949.
- Q18 What is a TR3B?
- Q19 Which Triumph model is this ?? (Quiz Pic 1)
- Q20 What feature of the Triumph Herald made engine maintenance easy?
- Q21 Which Triumph was the first with independent rear suspension?



- Q22 What was the name of the targa-style roof fitted to some TR4s?
- Q23 Which production Triumph was the first with a six-cylinder engine?
- Q24 Which Italian stylist helped shape Triumph products during the 1950s and 1960s?
- Q25 What is famous (or infamous) about the Dellaca/Wade Dolomite Sprint that contested the 1976 Bathurst 1000?
- Q26 Which was the first production

Triumph with four headlights?

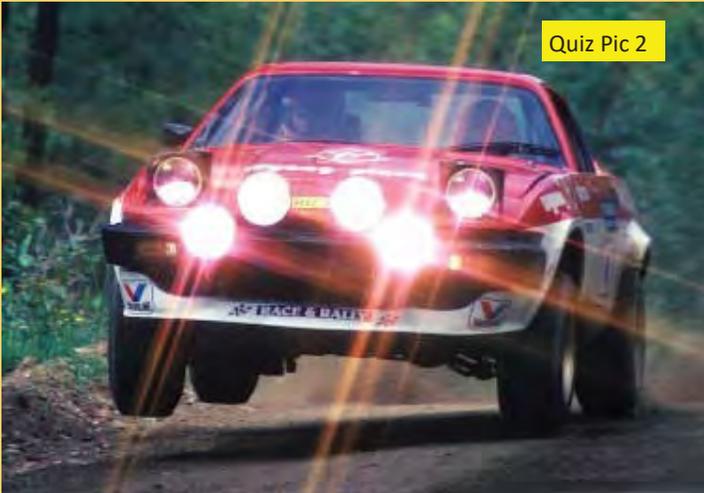
- Q27 What model Triumph contested the 1970 World Cup Rally?
- Q28 Who is credited with reviving the Triumph car brand after World War 2?
- Q29 What model name was used in Britain for a Herald-based delivery van?
- Q30 What model was the first front-wheel drive Triumph?
- Q31 Before windup windows, Triumph sports cars used what instead of glass?
- Q32 What feature identifies a TR3A Triumph when viewed from the front?
- Q33 Where is the fuel tank in a 2000/2500 Saloon mounted?
- Q34 What colour were the majority of Dolomite Sprints imported to Australia?
- Q35 What size tyre would have originally been fitted in Australia to a Triumph TR2?
- Q36 Which Triumph sports car shared two significant body design features with the E Type Jaguar?

Q37 What features were they?

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

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

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



Q41 The TR4A had what kind of rear suspension?

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

Q43 Where did the best-placed Triumph finish at Le Mans in 1965?

Q44 What is wrong with the description of this model (Quiz Pic 3)



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

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

Q47 Who now owns rights to the Triumph car brand?

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

Q49 Which company supplied the Acclaim?

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



The Editor



Happy winter everyone.

The rain is gone, (allegedly) the mornings are crisp and those backroads we love so much aren't quite as packed as they might be in the warmer months. A great time to check the oil, pump up the tyres and get out the Aero-start because the thing hasn't run for weeks and won't fire up without help.

My first Club jaunt in quite a while was into the green and tranquil hills above the Gold Coast, bouncing over roads that had fallen in some sections into disrepair due to continued downpours and can't be properly fixed without serious disruption.

The pub we visited for lunch was pretty well packed, with not much parking left and a lot of it occupied by Land Rovers. Seems they too enjoy a Club Run that doesn't involve sand dunes and winch work. Or maybe they heard how bad the roads had become and thought it would be a decent bush bash.

Heading home was interesting. I let the GPS take me via the Most Direct Route which involved a couple of kms diving downhill on one of the steepest bits of road I have ever seen. Second gear got a real workout and by the time I re-joined the main road—which itself is steepish in spots—there was actual smoke wafting off the front pads. Checked the brake fluid when I got home and it was down, suggesting a bit of absorbed water might have been boiled away during the descent. Fun though.

For the first time during my reign as Editor, this issue includes a quiz. As I discovered when involved with car valuations on talk radio, The Quiz was a programme producer's best friend when a chat guest called in sick and a replacement could not be found at short notice.

So too, when your Club's major annual event (Mac's Bridge) gets cancelled because the venue is better suited to the growing of rice than holding a car show, a quiz helps occupy pages that would have been brimming with photos and commentary from Mac's 2022.

Sorry about some of the questions, they are shockers, requiring books to be dragged off shelves, the Internet and previous issues of *TRend* consulted, but the answers ARE out there.

Thanks again to Frank Jacobson and Mike Taylor for entertaining and informative contributions to the journal. And a reminder that any member can submit an article (with photos if you have them) detailing a technical issue they have solved or a trip made in a Triumph—recently or in the quite distant past.

Updating the TR2-3A Buying Guide which I originally wrote a very long time ago for *Unique Cars* magazine I was prompted to remember a TR that briefly entered my life an even longer time ago.

I was aged about five and attending my first-ever school, but already a confirmed car crazy. The car in question was a white TR3A and almost new at the time. I know it was an A due to the wide chromed grille that made the car look to be perpetually smiling. As well it might have been.

The car's owner was Grade 1 (Year 2 now) teacher Mrs O'Brien, who was tall, blonde, glamorous and usually wore pants—or slacks as they were known 60 years ago. Not an early starter, our Mrs O, and there were usually plenty of curious kids already in the playground when the low-slung sports car with its permanently fixed hardtop burred down the path to the teachers' carpark.

'Don't touch the car please, children' she would say while swinging long legs out of the footwell, slipping into high heels and striding off to find chalk for the day's lessons. Funny what we recall from times long gone.

Cliff

RUN TO ST BERNARD'S PUB

Another trip to the mountains

Words and Pics by Cliff Chambers

We were supposed to be going to a boutique brewery, but thanks to the diligence of our Events Organiser, the venerable Steve Phelan, that didn't occur. Steve selflessly sampled the wares and declared the beer OK but the food no so. Therefore a small group gathered in the grounds of the Clubrooms on a warmish Sunday, headed for Mount Tambourine and a lunch venue populated by large dogs.

Away we charged, led by Steve in a TR4 which he claimed was his but had slipped down behind a couple of Volvos and hadn't seen daylight in a while.

On we plunged, passing rows of parked picnickers admiring the legendary views, past other famed eateries to arrive at St Bernard's Hotel.

It was packed as well but of greatest worry was the number and variety of assembled Land-Rovers. The Landy Club was out in force.

Our table was reserved though, with about 20 seated, and great views across the valley. The menu was extensive and varied, prices very good for the quality and quantity of food and service fast.



The field did stretch a bit as we headed down the M1 but the instructions were good and all of the Brisbane contingent reached the next meeting point without any issues. There we hooked up with a couple more Marque cars plus several 'honorary' Triumphs for the short trip into Tambourine's incredibly busy Village area.

No space to park in the main tourist precinct, so a few of us meandered down a few streets to where we did find parking and a welcoming coffee shop with space to sit. Later we would discover behind this place a huge and almost empty carpark. That's for next time.

A long queue for the bar was matched only by the four-deep gathering around a doorway, beyond which lounged the hotel's namesakes and mascots - a whole family (or more) of huge St Bernard dogs.

Returning to Brisbane I let the GPS lead the way; a choice that could have ended badly for anyone with tired brakes and automatic transmission.

To paraphrase Kris Kristoffersen; 'The goin' up didn't feel as bad as the comin' down' but luckily I didn't encounter any slow-moving Land Rovers on the home-ward journey.

All involved seemed to enjoy the experience and the food, but Tamborine is so popular that jaunts to the area might be even more enjoyable if scheduled for a weekday. Stay tuned.



UPGRADING YOUR STAG'S STOPPERS

With Mike Taylor

As many of you are aware I undertook a complete Stag restoration that was finally completed in 2016. During the restoration I made some improvements such as a four-speed auto gearbox, other items such as brakes and drive shafts were restored and kept as Triumph designed.

My rationale behind leaving the brakes as standard is that I also owned an E Type that was operating standard Dunlop disc brakes that I would describe as adequate for its performance. Not up to modern standards but they never gave me any reason for concern.

I thought that the Stag brakes with new rotors and rebuilt calipers would also prove to be adequate, however downhill runs with some heavy braking such as the old Toowoomba range hill had me concerned and a journey down Mt Glorious to Somerset had my concern rapidly turning to apprehension, bordering on panic, as the brakes continued to fade.

Manually locking the auto into a lower gear enabled a more controlled descent, thankfully arriving safely onto the flat with a very strong aroma of burnt brake pads. Other saloon Triumphs had to stop on the descent to allow their overheated brakes to cool so I decided I needed a brake improvement.



After looking at various options I opted for a pair of Rossini drilled and grooved rotors with Greenstuff pads in the standard calipers. These proved to be a great improvement with less fade on long downhill sections than the standard set up, and have been fine for normal driving including the Queensland Nationals.

However, a recent journey down Mt Glorious where I admit that I was more aggressive on the downhill section resulted in brake fade, which prompted me to investigate possible further upgrades. After discussions with members of the local Stag group it was suggested, I contact Monarch Stag and after some email exchanges and a Skype call, I ordered some brake upgrade kits. Mark Wright has recently purchased the company and is keen to expand their business and product range.

Initially I ordered a front brake kit that includes new vented front rotors that are also drilled and grooved together with Wilwood four pot calipers, Goodridge reinforced brake hose and all brackets and bolts for fitting. There is a choice of pads I have opted for BP10 which is a low to medium temperature pad, that reportedly has better fade resistance than standard pads, I can always upgrade to BP20, a higher temperature pad if necessary, swapping pads being a relatively quick and easy task.

According to Monarch, the kit is a straight swap. The rotors are easy to swap onto the hubs; after unbolting the old caliper the hub and rotor was removed and the new vented rotor fitted to the hub.

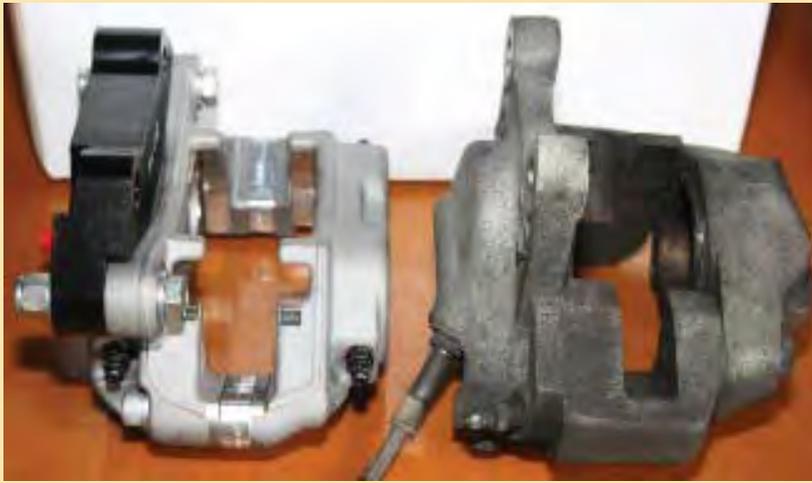
However, I did encounter a problem with the caliper, the section of the caliper bracket that bolts to the upright is thicker than the original caliper, which means it will not fit between the stub axle carrier and strut with the brake dust shield locating lugs in position.



Kit of new parts ready to fit



Old rotor removal is an easy task



These lugs also prevent in the caliper being central with the rotor, so I had two options; fit the kit without dust shield or cut off the lugs and make up some new brackets to fix in position.

I took the latter option and made two new locating brackets for each side that enabled the kit to be successfully installed.

The kit came with bolts, but socket head set screws rather than hex headed bolts. I preferred the look of the hex heads and I had to replace the two calipers to upright bolts anyhow as the ones were too short to pass through the 3mm additional thickness of my new brackets. In all cases I used grade 8 UNF bolts.

I also ordered a rear brake upgrade which replaces the old drums and replaces them with discs.

Replacement caliper is thicker than the original



Dust shield lugs prevent correct fitting



Mike's modified dust shield



Final fitting with attachment bolts lockwired into position

TSOAQ LADIES' LUNCH — June 2022

On Thursday 16th June the Ladies Group gathered at Le Torias Café, Redland Bay. We weren't right at the Bay as there was no big expanse of water nearby but it was a pleasant bushland area in very healthy condition after our rainy season. The setting was made better by the clear blue sky and cool weather on the day.

Our thanks to Sue for organizing our luncheon venue. It was excellent and enjoyed by all who were there. We took the time to set our next get together for Thursday 8th September 2022. The venue is to be the Belvedere Hotel and Woody Point, so if you were unable to make the recent occasion, pop this one in your diary. This is quite a different venue with sea views to replace the bushland setting. Hope to see you there.

Anne J.



THE REAL COST OF DOING IT YOURSELF

Doing repairs and maintenance on your Triumph (Triumphs?) is a time-honored way of saving a few dollars and a way to learn how your pride and joy works at the same time. It can release funds that you can use to buy special bits. BUT....., you may find that even those jobs that seem straight forward can give you grief that you never thought possible.

For example, exchanging a starter motor of the Joe Lucas Prince of Darkness variety for a new, you-beaut, light weight, high torque item would seem to be simple enough. In most cases that would be so, with the benefit of a compact, powerful, reasonably easy to fit item being the outcome. But here's a tip. Check your car's wiring with your workshop manual (or a borrowed one from the TSOAQ library). If the wiring diagram and your car don't match.....be very wary! (But don't be afraid).

The manual had two wires where my car had five!!!!!! three of which were black. Three earth wires perhaps, but not likely. I proceeded by fitting everything on the basis that my wires were all there on the old starter motor so they should all go on the new one. Wrong assumption, as the first twist of the key produced a deafening silence. Every other combination produced the same result.

However, my skill with the multimeter, test light and crimping pliers improved in leaps and bounds to the extent that I think I could make up any combination of test leads in my sleep. The hours and days were rolling by and still the Triumph had not bellowed in triumph. Meanwhile, this DIYer was growing desperate and starting to have dreams about getting help. But persistence (and stubbornness) pays off and after the initial breakthrough other success followed (slowly) until finally I have a happily rumbling V8 as a result. I also now have a bucket full of the widest variety and combination of test leads outside of the Lucas electrical factory.

For all you DIYer's out there I'm not sure what the moral of this story is but if I calculated my time spent on the exercise at current rates it would have cost me something north of \$3000.00 in wages! On the positive side I had personal satisfaction and a good (but slow) learning curve (and a car that starts). PS: The operation took so long (through part of our wet season) that the car suffered the usual Triumph clutch seizure. No problem. The grunt of the new starter motor had the car careering up the drive before the clutch freed itself!

Frank J

BUYERS GUIDE TRIUMPH TR2-3-3A (1954-61)

By Cliff Chambers and originally published in Unique Cars magazine



The Triumph TR2 began life as the opportunistic product of a company which, prior to 1952, had shown little interest in or aptitude for the business of building sports cars. Yet within a decade it had laid the foundations of a dynasty that would survive into the 1980s and sell almost 375,000 TR-prefix cars.

It is said that Sir John Black of Standard-Triumph was so incensed when his offer to buy the Morgan company was declined that he demanded a new Triumph sports car be built for display at the 1952 London Motor Show. Within months, a hastily produced prototype was built and then virtually ignored by show-goers clamouring for a glimpse of Donald Healey's new 100. Following a major restyle and modifications to counter 'lethal' handling, the retrospectively-named TR1 became the TR2 and was launched at the Geneva Motor Show in March 1953.

Power was supplied by a 1991cm³, twin-carburettor adaptation of the four-cylinder Standard-Vanguard engine that developed 67kW and gave the 902kg TR2 a top speed of 170km/h in road-going form.

Yet even before the first production cars had appeared on public roads, Standard's development engineer, Ken Richardson, had driven a slightly modified TR2 fitted with a full metal tonneau cover, undertray and rear wheel spats at 200km/h along a closed stretch of Belgian freeway.

Production began in July 1953 and by early 1954 had reached 100 cars a week; mostly to satisfy demand from British buyers. Penetration of the US market, where the 'Triumph' name was more closely identified with motorcycles than cars, took some time and really didn't reach 'boom' levels until after the TR3's appearance in October 1955.

With an 'egg-crate' grille as protection for the previously exposed radiator plus a revised cylinder head, the TR3 didn't offer any vast improvement over its predecessor. That was to change in September 1956 when it became the first production sports car to offer front disc brakes as standard equipment.

In 1955, the TR had acquired some serious competition in the form of the British Motor Corporation's MGA but Standard-Triumph correctly assumed that demand for a sports car with cutaway doors and a removable windscreen would remain strong for some time to come.

Accordingly, visual changes to the TR3A that arrived in 1957 were limited to a full-width grille incorporating the parking lights and reshaped headlamp pods

During a lifespan of almost a decade, Standard-Triumph built 83,500 TR2-3A models. The vast majority (58,236) were TR3As and over 50,000 would go to the USA.

While the North American cars were all fully-imported, Australian Motor Industries (AMI) briefly assembled TR3s in Melbourne. Around 120 cars are believed to have been built— all identified by a `DTR` chassis prefix.

TR3A production officially ended in 1961, however Triumph's US dealers were so appalled by the `sissy` TR4 that a TR3B version using the familiar `sidescreen` bodywork but the TR4's 2.1-litre engine and all-synchromesh gearbox was built for the United States market and sold there until late 1962.

ON THE ROAD

Don't be deceived by the TR's friendly appearance. Beneath that cheerful visage lurks a chassis with more flex than a politician's promise and an engine with sufficient torque to expose all its deficiencies. That, according to devotees, is more than half the fun of owing one of these challenging cars.

Performance combined with bargain pricing were crucial to the success of early TRs. All models were substantially faster than an MGA and 5km/h quicker than the more expensive Austin-Healey 100/4. In original TR2 form, the car would accelerate to 60mph (96km/h) in 11.9 seconds and by the time the TR3A with its seven extra kilowatts arrived in 1958, the time had been cut to 10.6 seconds.

Back in the days when motoring magazines were loath to `bag` a new model for fear of blighting further access to test cars, `Wheels` magazine described the handling of a TR3A in these measured terms:

"The car can be flicked into any corner at very high speed and at first it will track as if on rails, then gradually centrifugal forces build up....(and) allow the tail to flick suddenly outward." Translation: "This thing will catch you out big time unless you're ready for it."

Sliding into the low-slung cabin demands agility however TRs are spacious enough for all but the largest of humans. Lateral support from the scantily padded seats is minimal and the handbrake is annoyingly close.

On the plus side, those cutaway doors provide plenty of elbow room, the instruments are plentiful and easy to read, the hood is easy to erect and the neatly padded rear shelf provides passenger space for short journeys and a useful supplement to the relatively small boot.

Plastic sidescreens are an unavoidable part of the TR ownership experience, but warmth and weather proofing can be improved a bit if you find a car that still has its optional factory hardtop and a heater.



BUYING

What a difference a few decades make in the automotive world. Fifty or so years ago, early TRs were favourites with impoverished sports car buyers who didn't want or couldn't afford an MGB or the later TR4.

A visit to any of the sports car-oriented yards dotting Sydney's Magic Mile of Motors during the 1970s would turn up several TR2s or 3s; some in nice condition but the majority with ill-fitting panels and mismatched paint as testimony to the indiscretions of their "one careful owner".

However, they were cheap and remained that way until the late 1980s when booming classic car values sent prices for a TR3A in average condition from \$12,000 to almost \$20,000 in the space of three years.

Unlike some exotic models that would lose potloads of money when the boom subsided, TR values have climbed steadily since the late-1990s and only in the past few years has there been rapid growth.

Cars in usable condition start at \$35,000 but these will require major expenditure in the near future. \$50,000 will buy a disc-braked TR3 or 3A in good order but at present you need to budget \$70,000+ for one in truly outstanding condition.



BUYERS CHECKLIST

BODY

The chances today of finding a seriously rust-affected TR are negligible but the following areas merit inspection anyway; inner and outer sills (check from under the car paying attention to body mounting points), the spare wheel well beneath the boot, rear mudguards behind the splash guards, cabin floor pans and firewall. Poorly-fitting doors and other panels are symptomatic of an accident damaged car or one that has had the body shell replaced. Check through the TR Register that the body and chassis numbers match and avoid cars that don't.

ENGINE & TRANSMISSION

The wet sleeve unit is super-tough and with appropriate maintenance will last indefinitely. Oil pressure when hot should read at least 60 psi at 2000rpm. Oil leaks from the timing cover seal require repairs, those from other parts of the engine are unsightly but not usually serious. If the engine requires a rebuild, check if hardened valve seats have been fitted and, if not, have this done so the car will run on Premium fuel without needing additives. Gearboxes get noisy before coming to any real harm, however once the synchros all fail, bearings are rumbling and it jumps out of gear, a rebuild is needed. Having an overdrive that works is helpful but unless the car does lots of highway driving, the cost of having the O/D unit rebuilt can outweigh its benefits.

CHASSIS & SUSPENSION

Twisted, bent or rusted chassis members are commonplace on neglected cars or older restorations but not usually life-threatening to car or occupants. Straightening and/or repairing a damaged chassis is a body-off task and will be expensive so check the underside – jacking points, spring hangers and the tubular rear cross members in particular – with care before parting with your money. Suspension components are available new or second hand at reasonable prices. with reconditioned rear shock absorbers under \$100 each. Check the splined hubs on wire-wheeled cars for wear which results in 'clonking' as the car accelerates from rest.

ELECTRICAL & INTERIOR

While providing the usual range of frustrating faults, the Lucas electrics used in TRs are simple and durable. Reconditioned generators and starter motors are available, as are lights but instruments in good condition are scarce. Interiors are commonly retrimmed in leather – an option when the cars were new – and a variety of replacement hood materials are available from motor trimmers.

PARTS FOR SALE

Triumph TR6 parts for sale

1. Spin on oil filter conversion, Moss part no TT1286 \$40 2. Bullit wing mirror s new 2 off, 1 has small dent, Rimmers part no GAM105 \$20

Triumph TR7 parts for sale

1. New, late series indicator stalk, Rimmers part no AEU1473 \$50
2. New, Front suspension bump stop set , Superpro SPF0189K \$20
3. New, Rear Coil spring lower insulator set , SuPERPRO SPF 2158K \$15
4. Rear Coil Spring Lower insulator Superpro SPF 2158K (used to set up car never driven on) \$ 15
5. New, front upper Spring Spacers, Superpro 2 sets SPF0252-6K \$20 per set
6. Front Spring Upper isolator, Superpro SPF2157K (used to set up car never driven on) \$ 15
7. New rear Lamp to body gasket 3 off. Rimmers part no UKC493 \$ 6 e a c h
8. New, Door corner protector LH & RH, Rimmers part no ZKC258 2/3 \$ 5 e a c h
9. New ,weather door strip ,Rimmers no YKC102 3P \$ 10
10. New, Fuel sender unit seal ,Rimmers no AKA150 2 \$ 3
11. New subframe front mounting spacer upper ,2 off .Rimmers part no UKC309 \$ 10
13. New, Subframe rear mounting spacer upper, 2 off Rimmers part no UKC308 \$ 12
14. New Upper spring insulator Rubber, 2 sets , Rimmers part no UKC5615 \$ 8 p e r s e t
15. New, Steering rack Gaiters 2off \$20
16. New, Front Panel Strip /Grille L/H Fibreglass , Rimmers Part No WKC477 FG \$ 30
17. Front panel Strip/Grill R/H OS, Rimmers Part no WKC478 \$ 30
18. New Washer Jet assembly square , Rimmers part no DRC1021A \$ 20
19. New Rover V8 Mounting Breather Filter , Rimmers part no ERC3933A \$ 10
20. New Rover V8 Hose Y to Crankcase Vent , Rimmers part no ERC881 \$ 10
- 20A. New Rover V8 thermostat , Rimmers part no ETC4761 \$ 10
21. New Interior Escutcheon Brown . Rimmers part no FVJ00010LOY \$12

Pick up (Samford) or can post at your cost. Lots of old parts too many to list.

Please email me any questions. Stephenmcinerney1@bigpond.com Phone 0407 666234

THE BARREL RUN From Frank J

The postponed "Barrel Run" started from the Caboolture BP as is often the case. On this occasion no one lost their keys down a storm water drain, but contrary to weather predictions, stormwater was threatening. It did more than just threaten but was steady, light rain at times but all Triumph owners were "top up" and taking no chances (no faith in weather forecasts either I suppose).

The convoy manouvered through Caboolture and regrouped after being split up by traffic lights as usual. What followed was a very pleasant run, in cool, damp weather, north along Old Gympie Road to the west of the Glasshouse Mountains. For a time our convoy was the only group of cars passing through commercial forest and residential bushland and contrary to the belief of some there was no sound of sinister, Deliverance style banjo strumming. The close presence of the Glasshouse Mountains looked quite eerie on this misty, showery day. It must have been a spectacular volcanic region in the past.

We all followed Mike the Leader in a fashion reminiscent of the Pied Piper tale until his GPS went a bit berserk. This minor drama happened when we were nearly at our lunch stop and while half the group was following the Piper in a homeward direction the other half, probably driven by thirst and hunger, made straight for "The Barrel". The Piper and followers arrived in due course. What a good stop it was! Plenty of parking, an attractive and specious layout, good staff, food, coffee, wine and beer and stunning views.....what more can I say. Ya shoulda been there! Such was the day that I was moved to make some awards. They are a bit like "every child gets a prize" but in this case, no prizes, you just get your name in print!

- The first award is, "They came in a Triumph Award", won by Peter Connor and Judy, Adrian and Noela, Mike the Leader (who also scored the Wonky GPS Award), Richard Graveur, Ian Black and Sue, and Ken le Mesurier and Judy.

- Ken and Judy also scored, "The Long Distance Award" having come all the way from Hervey Bay in their TR3. They were also going back after lunch! Second place went to Don Milner and Sandy who came from somewhere south of Brisbane half way to the NSW border and then proposed to go back via Somerset and Wivenhoe Dams (not for a swim, just a good drive).

- Richard scored the "No Distance Award" which is a change as he is often a candidate for the Long Distance Award. Given that the Barrel is just about in his back yard this was a no contest award.

- Then we have a bunch of people who won the "Non Triumph Award". Yours truly and Anne, Peter Clarke and Sue, Steve Phelan (Feelin, the code name he gave the Barrel staff when booking our tables?), Keith and Elizabeth and Don and Sandy (again!)

- Can we mention what non Triumphs were present for the run as this report is published in a Triumph magazine? We can, but we think the day was more about the people who participated. Good company, an enjoyable day and Triumph and other cars. What more could you ask for! · Our thanks to Steve and Mike for doing the organising.



Your 2022-23 Management Team

Executive Committee

President Frank Jacobson 0407 650 703 jacowun@internode.on.net

Vice President Geoff Johnson 0413 734 977 maj57@optusnet.com.au

Secretary Mike Taylor 0418 983 098 secretary@tsoaq.org.au

Treasurer Richard Graveur 0439 626 474 randagraveur@gmail.com

Editor Cliff Chambers 0417 794 880 automo1@bigpond.com

Web Coordinator Phil Whitely 0411 512 660 phil@superplus.com.au

Social Secretary (Brisbane Events & Drive Days) Steve Phelan 0450 955423 thephelans@optusnet.com.au

Ex Officio Positions

Membership Secretary Richard Graveur 0439 626 474 randagraveur@gmail.com

Concessional Registration Richard Graveur 0439 626 474 randagraveur@gmail.com

Club Contact Geoff Johnson 0413 734 977

Motorsport Australia/QHMC Delegate Frank Jacobson 0407 650 703

ICC Delegate Colin Jacobson 0407 627 206 c.j.jacobson@hotmail.com

Club Historian/Librarian Frank Jacobson 0407 650 703

Web Master Adrian Diehm 0429 910 339

Providore Mike Kelly 0407 158 887

Gold Coast Rep. Paul Bingham 0419 740 717

Sunshine Coast Rep. Ian Black 0418 211 655

Darling Downs Rep. Graham Thompson 0411 039 985

Marque Captains

TR2/3/3A & B Greg Parker 0413 437 023

TR4/4A Steve Phelan 0450 955 423

TR5/250/TR6 Paul Bingham 0419 740 717

TR7/ TR8 Mike Kelly 0407 158 887

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

Sedan Mk 11 (70-78) Gary Parker 0492 369 955

Dolomite/Sprint Gary Parker 0492 369 955

Herald/Vitesse Richard Graveur 0439 626 474

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

Don't forget to collect your
TSOAQ car stickers.

All new, attractive design and
best of all they are FREE to all
financial members.

See the Membership Secretary
at a monthly meeting or the
stickers can be mailed.



LOOK!!! IT'S
THE NEW
TSOAQ CAR
STICKER.
GET YOURS
NOW!!!



BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

RIMMER BROS



The Classic Parts Service



TRIUMPH



TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	

*All the parts and
accessories you
will ever need*

Visit our website
for prices
and availability:

www.rimmerbros.co.uk

tel: +44 (0) 1522 568000

fax: +44 (0) 1522 567600

email: sales@rimmerbros.co.uk



Free
Catalogues

Parts service for Land Rover, MG Rover and Jaguar also available

**LAND
ROVER**



JAGUAR

from 1998 to 2012

Triumph House, Sleaford Road, Brackbridge Heath,
Lincoln, LN4 2NA, England