

# The Trumpet

November/December 2020

The Triumph Car Club of Victoria Magazine



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The *Triumph Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A0003427S)



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Articles in the *Triumph Trumpet* may be quoted without permission, however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles should reach the Editor by the date announced on page 3.

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*Past copies of Trumpet are available in the Members' section of the Club website [www.tccv.net](http://www.tccv.net). The webmaster can provide the necessary password to access this reserved area.*

## For the Preservation of the Triumph Marque



## Front Cover Photograph

A feature article in this month's *Trumpet* is about the rebuild of the overdrive gearbox for a TR6, so what would be more fitting for the cover than a stunning photo of a stunning TR6. The photo was taken by its owner, Spiro Agius, as was the photo below.



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Please note: The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.



The Trumpet is produced eleven times a year (February through December) however this year we have decided to do a combined November/December issue so that we can do an early January issue and hopefully by that time we will have better understanding of the COVID normal rules for 2021. This will enable our event organisers to advise the clubs plans for the year and also by then we should know if we can use our meeting venue as usual.

A couple of weeks ago we were contacted by a potential new member who is keen to purchase a Stag. After visiting us and looking at our car he was the first in line to buy a 1977 BRG manual O/D car but before the allotted time to inspect the car the owner sold it out from under him! Not very good form on behalf of the seller. If anyone has or knows of a Stag for sale please give Jerome Maller a call on 0419 221 454.

The Makin's are not renowned for planning things in advance however pre-COVID we made the exception and booked a family holiday for the seven of us to Thailand for Christmas this year. Needless to say the trip was cancelled and we could fill this magazine with the correspondence trying to get a refund !! I am sure we will still enjoy Christmas Day just by being together and our youngest grandchild can see what we look like without masks on.

The tradesmen have left and our new wardrobe and bathroom are looking fantastic, once we get all our clothes organised and all the plaster etc cleaned up we will be ready to relax and enjoy catching up with friends.

I would like to thank all the club members who have checked in on Roger while he was recovering and especially those who made sure there was plenty of chopped wood at the back door during winter! We enjoy the friendship of the Triumph Car Club members and really look forward to finally turning up in a Stag very soon!!

Merry Christmas

*Linda*

**COPY DEADLINE for January Trumpet**

*Friday 1<sup>st</sup> January*

Please forward to [editor@tccv.net](mailto:editor@tccv.net) or contact Roger on 0447 762 546

## Upcoming Events!

*Although there is no certainty that we will be able to travel freely from early 2021, the TCCV is planning a program for the new year so that we can have events to participate in, from whenever the restrictions are eased.*

### December 2020

#### 13<sup>th</sup> TCCV – Christmas BYOE

**Picnic.** Venue Tarago Reservoir Park, Neerim South. Register to go. Travel distance is just 86 kms from the start. Bring your own everything - food, drink, table, chairs, family, etc. Arrive Chirside Park Shopping Centre Carpark, Chirside Park for 10.30 a.m. departure. Booking cut-off date is Sunday, 13 December 2020. Please use our website to register your attendance before that date. Importantly, there is still a limit on the number of people meeting outdoors - we can meet up as a group of up to 50 people, so if you aren't amongst the first 50 to register, then sadly you will have to miss this event.

### January 2021

#### 1<sup>st</sup> TCCV – New Years Luncheon.

Venue: Kinglake Hotel. Join the convoy leaving Yarra Glen at 11:00am for a circuitous countryside tour. *Please use our website to register your intention to attend.*

#### 20<sup>th</sup> TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm. Preceded by a BBQ at 7:00pm. *Please use website to*

*register your intention to attend.* Similar to the Christmas Picnic, there is a limit of 50 who can attend.

### February 2021

#### 10<sup>th</sup> TCCV – Worldwide "Drive Your Triumph Day" (it is a Wednesday).

If you plan attending irrespective of where we go, please use our website to register your intention to attend.

#### 17<sup>th</sup> TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

### March 2021

#### 4<sup>th</sup> – 8<sup>th</sup> TCCV – 15<sup>th</sup> Combined Vic & ACT Triumph Car Clubs Rally:

**Griffith.** Plans are developing for this event as a replacement for the October 2020 event to Wangaratta which had to be cancelled.

#### 17<sup>th</sup> TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

**Click here to refer to the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with "TCCV".**

Events Co-ordinator: Peter Welten M: 0409 511 002 or [events@tccv.net](mailto:events@tccv.net) or [ann.welten@bigpond.com](mailto:ann.welten@bigpond.com)

**Note: Use the links on the website to register your attendance. You can also see who's already registered AND to look for your own name.**



In today's world the printed media can be outdated before it even hits the presses. Each month I have tried to predict when and in what format we may be able to meet again but before the Trumpet reaches your mailboxes the Government has changed the rules yet again!

Being optimistic it appears we may be able to go ahead with our December 13th Christmas Picnic. This will be a strictly Bring Your Own Everything event as it will not be possible for the club to organise catering at the moment. Further details will be posted on our website as further easing of restrictions are announced.

The January 1st 2021 Luncheon Run will also most likely be able to proceed but numbers may be restricted so register your interest now as we may have to cut numbers off on a first-in basis.

At the time of writing we are still in negotiations with our meeting hall operators regarding our ongoing use of the venue in the COVID normal future. Again watch the website for more up to date news.

I was curious as to the make up of cars that are listed with our club and thought other members may also be interested. Based on the Membership Secretary's current listing (and grouping broadly) we have 98 Stags, 89 TRs, 31 2500 sedans, 23 Dolomites, 17 2000 sedans, 16 Spitfires, 12 Heralds, 11 2.5PI sedans, three GT6s, 3 Roadsters, 3 Vitesse, 2 Glorias, 2 12/50 Exports and one of each of the following - 1500, Mayflower, Renown as well as a Austin Healy Sprite and a MGB GT. This gives us a current total of 320 vehicles and even allowing for some vehicles being under the same ownership I think it is time we organized an event with an ambitious 200 vehicles attendance. Come up with an idea for such an event and let one of our event organisers know.

As this will be the last Trumpet before Christmas I will take the opportunity to wish everyone a Merry Christmas with my Santa photo (prior to her indoors sending me to the barbers!)

It will certainly be great to catch up in person soon but let's remember to stay safe so we can stay open and enjoy our cars.

Cheers.

*Roger*

44<sup>th</sup>

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# HISTORIC WINTON

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Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0000290N | Photo: Andrew Day



## The Smallest Triumphs

I was down at Sale for a birthday party earlier in the year when we could still travel, and I thought I'd pass by the Gippsland Vehicle Collection, Maffra, on my way home. I have visited there on numerous occasions and it is a popular destination for many car clubs. Anyway, I thought I'd share a couple of photos of the smallest Triumphs I have ever seen. The first one, a Stag, was a car allegedly driven by James Bond in the movie 'Diamonds are Forever'. I thought this was the only Triumph I was going to find in the museum but no, they had a real car on display, a 1932 Triumph Super 7 "Gnat". I was taken by the lines and size of this beautifully restored car, a real classic.

For those of you who haven't been, or indeed if you have, this museum is always worth a visit. They regularly change the vehicles on display, often following a theme, so you are seeing something new each time you visit. I must commend the people who run this museum, all volunteers, as they seem to be constantly improving the facilities and the displays. For example, they have just added a large wing on the display area to house a huge and extensive model car collection.

It was here that I found the Stag. I think there might have been a TR in there somewhere, but my Stag bias got the better of me for the photo! Check out their web site <https://www.gippslandvehiclecollection.org.au/>

*Tony Zuiderwyk*  
TCCV member #940



**1932  
Triumph  
Super 7 "Gnat"**

The model was launched in September 1927 and was 6 inches (150 mm) longer and 2 inches (50 mm) wider than the Austin 7. The new 832 cc 4-cylinder engine had a 93 mm stroke and a 36.5 mm bore.

A range of body styles were available, the cheapest being a two-door, four-seat tourer, followed by a deluxe tourer with two-coloured body, a two-seater with dicky seat, a two-door saloon, a fabric-bodied saloon and a top-of-the-range coach built saloon. The extensive range was simplified in 1931, but a Gnat sports tourer and Tickford-bodied saloon were added.

Colin Turner of Tinambac purchased this car in 1948 from Bairnsdale. One of its more memorable outings was on his honeymoon, over the mountains past Omeo. Unfortunately power wasn't the Gnat's strong point so his new bride, being unable to drive, had to get out and push on the steeper portions of the trip!

Exhibited by Rod Turner

# Celebrities and Their Stags

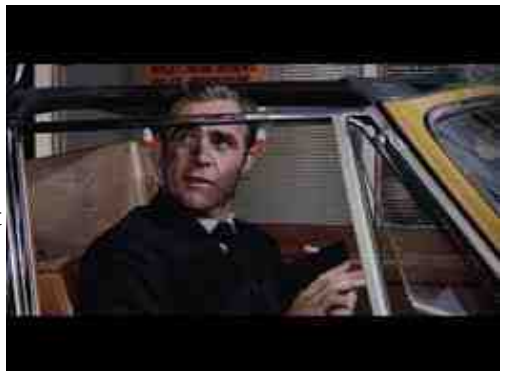
Reference Triumph World FEB/MAR 2014

## Craig Revel Horwood

For those that don't know who Craig is, he has been on Dancing With The Stars as a Judge with CH10. He is a professional dancer in the UK and Australia. Craig has a white Stag Auto with a red interior. The Stag used to be maroon with white vinyl interior and a white soft top to match. Craig saw a 1/43 Dinky Stag in white with a red interior and decided the repaint would match the model. I just happen to have a couple of these models in my collection. See photo at right.

Craig was born in Ballarat Victoria in Jan 1965. The year I joined the RAAF as an Electrical Fitter Apprentice. The Stag belonged to Amber Louise-Ives who was a good friend of 20 years. She was six months with child when she passed away with cancer leaving behind 3 young children. Craig loved the look of the Stag and bought it even though he didn't have a licence.

The Stag needed a major rebuild. He took driving lessons whilst the restoration took place. He passed his licence test on the 23 Nov 2011. Craig says that the Stag is just a cool car, with the top down it is just magnificent. He joined the UK Stag Owners Club to gain information and learn about his Stag.



## Celebrities and Their Stags

Craig is totally in love with his Stag! The thing that gives him the greatest pleasure is taking people for a ride in it, the Stag gives you an enormous sense of freedom and it's a fun car.

**D**iamonds are Forever, James Bond is a 1971 spy film, the seventh in the James Bond series produced by Eon Productions. It is the sixth and final Eon film to star Sean Connery, who returned to the role as the fictional MI6 agent James Bond, having declined the role in On Her Majesty's Secret Service (1969)!

- » Jill St John was his leading lady.
- » Production company: Eon Productions
- » Box office: \$116 million
- » Based on: Diamonds Are Forever; by Ian Fleming
- » Budget: \$7.2 million

In this movie Bond drove a Mimosa Stag with a beige interior. Stags were not released in 1971, from what I have found out this was a pre-production car with a 2500 6 cylinder engine in it. I bought the movie and was disappointed that the sound track definitely sounds like a six cylinder. I actually have a model of this James Bond car along with 130 odd other cars that featured in the James Bond movies.



### New Tricks BBC Series with Dennis Waterman.

**N**ew Tricks is a British police procedural comedy-drama that follows the fictional Unsolved Crime and Open Case Squad (UCOS) of the Metropolitan Police Service. The show was created by Roy Mitchell and Nigel McCrery, and premiered in 2003 with a 90-minute special, which later resulted in the show's first full series airing. New Tricks ran for twelve series – from 2003 until 2015– concluding on 6 October 2015. BBC controller Charlotte Moore and BBC drama controller Ben Stephenson explained the reason behind the show's cancellation on 24 February 2015, stating that "it's important to make room for new series and continue to increase the range of drama on the channel".

The original cast of New Tricks consisted of Amanda Redman, Dennis Waterman, James Bolam and Alun





## Celebrities and Their Stags

Armstrong, and were dubbed a "dream team" by the Controller of BBC's Drama Commissioning Ben Stephenson; however, on 18 September 2011, Bolam announced he would be leaving the show. Almost three months later, on 11 January 2012, Denis Lawson was revealed as Bolam's replacement.[9] On 18 August 2012, Redman announced she too, would be leaving the show. Just four days later, on 22 August 2012, Armstrong also quit the show. Replacements for Redman and Armstrong included former EastEnders actress Tamsin Outhwaite, who was announced on 8 May 2013, and Nicholas Lyndhurst, whose replacement casting was announced earlier, on 14 November 2012. The show's final remaining original cast member, Waterman, decided to quit the show on 19 September 2014. Following Waterman's departure, former EastEnders actor Larry Lamb joined the cast.

In the series I believe that Waterman drove his own personal BRG Stag that featured in many of the episodes. In the last show the Stag was torched and ended up a burnt out wreck. (We believe it was a mocked up model.) No one of sound mind would destroy a Stag!

*Money Can't Buy Happiness But It Can Buy A Triumph Stag, And That is Close Enough.*

*Graeme Oxley*  
TCCV member #471

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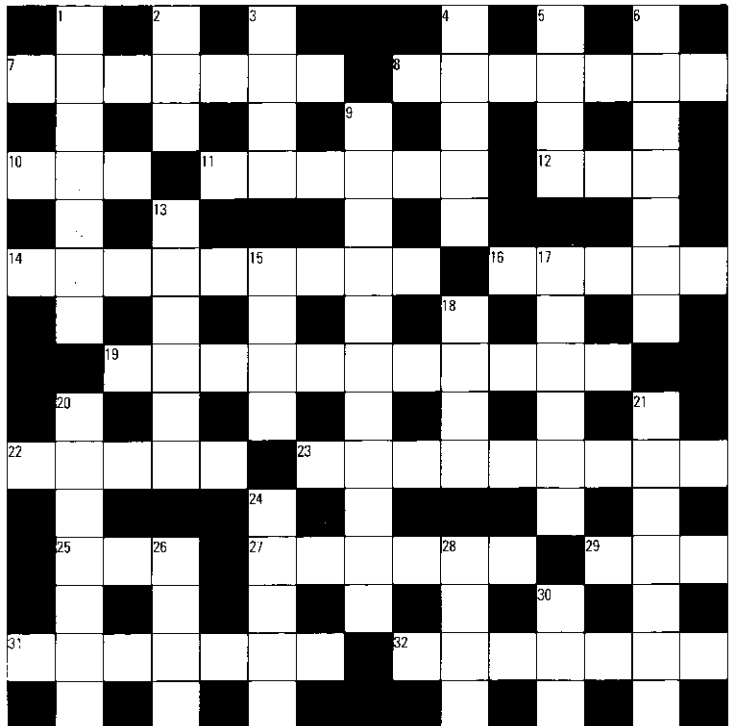
- 7. Good runner from Rochdale? (7)
- 8. The Talbot that's almost out of sight (7)
- 10. Mag upset by initially famous British sports car! (1,1,1)
- 11. This Sunbeam should be a good climber (6)
- 12. It helps to turn a rotary into a reciprocal movement (3)
- 14. If your car is this it is more prone to rust (9)
- 16. In its new version this Vauxhall may have Merit! (5)
- 19. One of the great teams in British motor racing (5,6)
- 22. Found in the carburettor - and on a fishing line! (5)
- 23. Main drive component universally connected! (4,5)
- 25. (see 29 across). (3)
- 27. Has a close motor race ever been won on these? (6)
- 29. (and 25 across) A slot enabling two components to be united by a retaining pin (3)
- 31. Many components will run better for being this (7)
- 32. Should be checked when fitting new tyres (7)

**DOWN**

- 1. What this Honda has become in its own lifetime? (1,6)
- 2. Naughty 3 and 30 down? (3)
- 3. (and 30 down) Old British manufacturer

- with Rootes in the past! (7)
- 4. Descendant of BMC BL etc. (5)
- 5. A record braking system? (4)
- 6. Cobs, for example (7)
- 9. Rare car magician? (5,6)
- 13. Front wheel drive from Lancia (6)
- 15. Tyre lady? (4)
- 17. Crisp component manufacturers? (6)
- 18. Firm handshake of 15 down?! (4)
- 20. Telephones to some, they increase the hot or cold air in the car (7)
- 21. Today the motoring one is probably the most common (7)
- 24. (and 28 down) One way the boys in blue might discover a 21 down (5,4)
- 26. On a car, the first or last letter usually gives a fair indication of this (4)
- 28. (see 24 down)
- 30. (see 3 down)

*Solution: page 22*



## Installation of a PI Fuel Pressure Gauge

Having rebuilt my fuel system in the TR6 a few years ago at great expense, I have been keen to know that everything is operating as designed.

Crucial for efficient operation is the correct pressure from the pump. After upgrading the wiring to the pump to eliminate any voltage drop, I then decided to install a pressure gauge. I obtained a good pressure gauge that measured up to 200 psi . I decided that the meaningful pressure reading is to be taken at the inlet to the metering unit which is where your Triumph mechanic usually connects a temporary gauge whilst tuning the vehicle.

Here are the steps to install a permanent pressure gauge:

1. Obtain a 0-200 psi pressure gauge. (The usual PI reading is around 110 psi so this puts the needle around half scale and optimises instrument accuracy.) If possible get one of the slightly more expensive oil filled and damped units.
2. Obtain the following fittings (I got them from Pirtek):
  - » Tee: BSPT male, by BSPP Female, by BSPT Male.
  - » ¼ by 1/8 inch Male Tailpiece.
  - » ¼ by 1/8 inch Female Tailpiece.
  - » ¼ inch ID Auto Fuel Hose.
  - » 10-12mm Fuel Line Hose Clips.
3. Disconnect the fuel line as it enters the metering unit. If your fuel filter is free flowing any leaking petrol will need to be stopped by crimping the line between the tank and the pump.
4. Gently ease the disconnected fitting and fuel pipe away from the metering unit keeping it in line with the entry into the metering unit to insert the T piece.
5. Insert the T piece, hand tighten to the metering unit and the pipe connection to the opposite end. The smaller 1/8 inch Female threaded part should be pointing upwards.
6. Insert the ¼ inch threaded Male Tailpiece into the Tee piece using PTFE plumber's tape.
7. Cut sufficient length of ¼ inch Auto Fuel Hose to place the gauge where you want.
8. Screw the ¼ by 1/8 Female Tailpiece onto the Pressure Gauge.
9. Push each end of the ¼ Auto Fuel Hose onto the 1/8 inch barbed fittings. Clamp the hose at each end & tighten the connectors. Note: loosen the hose clamp slightly to allow fuel to flow slightly. Connect to the T piece first, then holding your thumb over the gauge end lower this free end to a point just below the metering unit then insert the gauge and barb. This will bleed any air out of the fittings before you fit the gauge. Triumph PIs don't like air in the system.
10. Remove the clamp on the fuel line completely.

## Installation of a PI Fuel Pressure Gauge

11. Disconnect the HT lead from the coil, turn on the ignition, and carefully check for fuel leaks!
12. Check that whilst doing step 4 no fuel lines or the filter have been dislodged under the car.
13. Replace the HT lead and start the car and again check for fuel leaks.

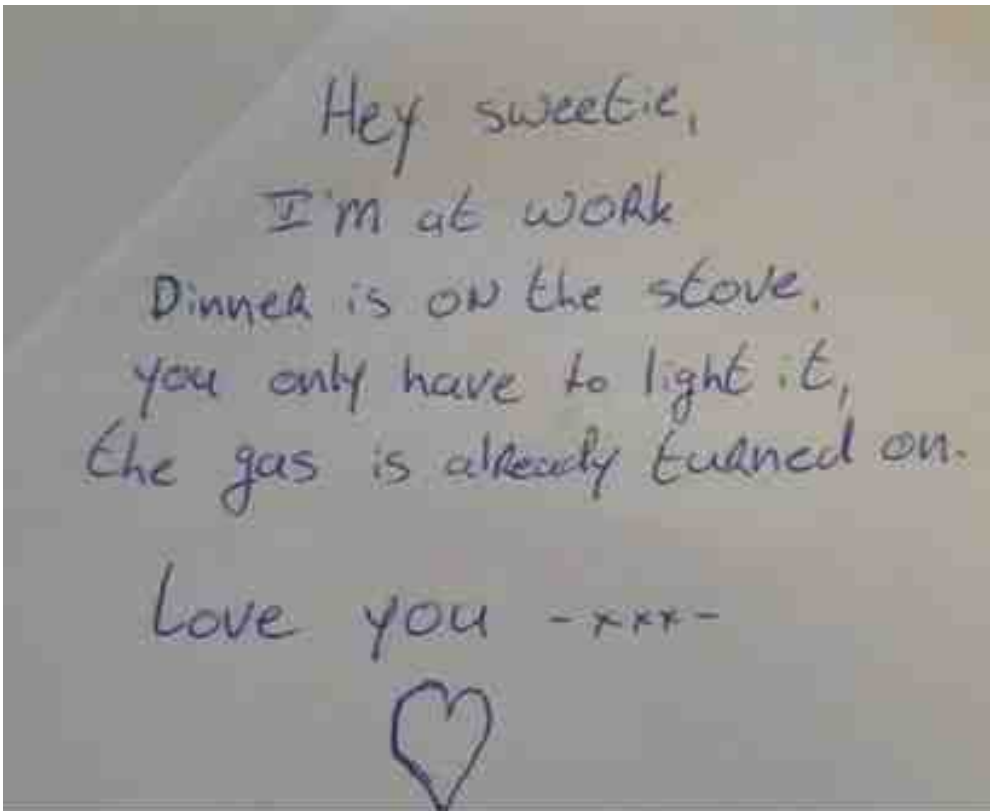
If you didn't get an oil damped gauge, the needle may fluctuate wildly and will require snubbing (partial crimping until the needle stops fluctuating). One method is to install a clamp on the Fuel Hose between the metering unit and the gauge to compress it. Use some insulation tape to stop the clamp biting into the hose.

The actual time to complete the installation is quicker than preparing this tome!

If your gauge doesn't read 110 psi you're on your own and you can spend the rest of the day determining WHY!

*Terry Roche*

TCCV member #588

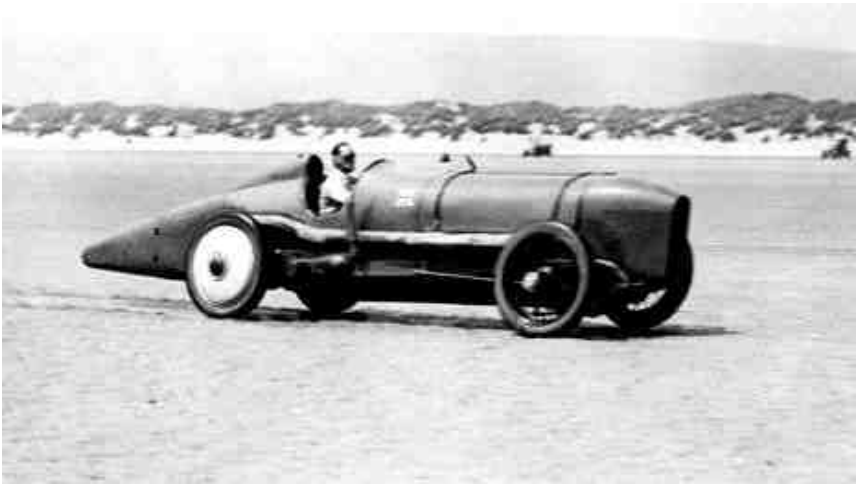


## New SU Carburettor TCCV Library Book Review

A new hardbound book has been bought for our library. I am reading it and finding it remarkably interesting. Historical reference to carburettor development by the Skinner brothers and its influence on the motoring scene in Edwardian times in UK, Europe and America makes fascinating reading. Of course, I am referring to the SU Company Ltd founded on 22 August 1910.

But it is not all technical mumbo-jumbo about updraught suction, throttle body butterflies, water jackets atomization, and tapered needles. Equally interesting are references to advertising campaigns, patent submissions, Malcolm Campbell's world record attempts, Russian spy intrigue, William Morris connections, Skinner family hill climb success between the two World Wars, impacts on early aviation, and which British car manufacturers were the first to use SU carburettors as their OEM. There is something of interest for everyone!

For example, in 1912, the SU Company published a letter received from Malcolm Campbell extolling the virtues of installing a SU carburettor in his 59.6hp Darracq "The BlueBird". You will find it on page forty-three. The letter concludes, "I have nothing but praise for your carburettor and I'm sure that it is by far and away the best on the market". (Note: original spelling).



Each page is high gloss with clear easy to read text of good size, abundant photographs, technical drawings and summarising chronological Addendums. I know many will enjoy the read.

Harvey Mike, "*SKINNER'S UNION A History of the Skinner Family and the S.U. Company*", The S.U. Carburettor Co, 2015. ISBN: 978 0 9934234 0 6.

*Alan Andrews*

TCCV Member #572.



## Locations of Club Permit Officers

As a Club Permit Officer (CPO), I thought it might be useful in these times of isolation to advise members of the suburb/town for each CPO.

Given that Club Meetings have been suspended for the time being, this would assist members to locate the nearest CPO who could sign their Club Permit renewal.

<i>Name</i>	<i>Role</i>	<i>Location</i>
Tony Cappadona	Club Permit Secretary	Albert Park
Denise McGuire	CPO	Newport
Peter Mayer	CPO	Mt Martha
Terry Roche	CPO	Blackburn South
Nick Skinner	CPO	Newport
Noel Warden	CPO	Rowville

*Peter Mayer*



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## TR6 Restoration – The Gearbox Overhaul

Reprinted from Practical Classics, November 1991

Our TR6 is being painted as I write this month's episode and when these words are published the car will have been finished for some time. However, there is plenty of ground which has yet to be covered in these articles and this month I am continuing the mechanical theme by showing some of the work which was done by S.W. Classics on the transmission.

Chris Bass was given the task of sorting the gearbox and overdrive and his first job was to remove the top cover. Having noted that a new switch would be needed to replace one which had snapped off in the cover, the first thing we looked for was wear in the selector arms. All the components in the cover were dismantled for cleaning and inspection. This, and reassembly, is straightforward but there are a couple of points worth mentioning here.

First, there is a row of threaded caps along the front flange of the cover. These caps are slotted so that they can be unscrewed by a screwdriver. Under each cap is a spring, a ball and a plunger. The caps need removing with care so as not to lose any of these small items and note the order which they come out so that you will put them back in the right order.

Secondly, there is a hole in the bottom of the gearlever which accommodates a spring and a plunger. These were designed to eliminate gearlever vibration in conjunction with adjusting screws on either side of the gearlever housing. To arrive at the correct adjustment put the spring and plunger into the gearlever and the gearlever into its housing. Move the gearlever into the 1st/2nd gear plane, turn the screw on that side until it just touches the bottom of the gearlever, back it off half a turn then tighten the locknut. Then, engage reverse gear and do the same on that side.

The clutch operating shaft assembly was removed from the bell housing next. A square-headed screw locks the clutch operating fork on to the shaft and the shaft itself was retained by a screw through the offside rear of the bell housing.

The overdrive is attached to the gearbox by studs and nuts around the perimeter of the casing including an extra long stud on each side. The latter enable the tension of the



*As with any other mechanical work the secret of success with a gearbox/overdrive assembly is to work in an orderly way, separating major assemblies first, then sub-assemblies, and keeping components in order within their groups*

## TR6 Restoration – The Gearbox Overhaul

springs within the overdrive to be released gradually as the overdrive and gearbox are separated.

It was very cold on the days on which this work was being done and, by mid-afternoon, after a long spell with the workshop doors open, we decided to try out a couple of workshop heaters from Machine Mart. In fact we tried them on separate days and the first of them was the Easi-Heat 145 propane fired space heater. The output of this machine is variable within the range 25,000 to 140,000 Btu/hour and the manufacturers suggest that the cubic capacity (in cubic feet) of a reasonably well insulated building multiplied by five, will give the B.T.U. requirement to raise the temperature by 20 degrees F.

We were very impressed by this heater and turned it off after 20 minutes or so because the workshop (which I estimated to be around 6,000-7,000 cubic feet though certainly not well insulated) was quite warm enough. This was a most effective heater which was quite obviously able to heat much larger workshops. At £289 + VAT it is not one of the cheaper pieces of workshop equipment.

What we needed to try out was a heater suitable for the DIY restorer whose workshop might be about the size of a decent double garage or perhaps a little larger, say 3,000- 6,000 cubic feet. Machine Mart supplied a “Clarke-Lamie Devil” heater. Its maximum output was quoted as 10kW, ie 33,000Btu per hour “for areas of up to 5,000 cubic feet.” Again this was a very effective heater, unbelievably so, in view of its small size. Its price was £129.95 + VAT. If you have spent a small fortune equipping a decent workshop yet feel disinclined to use it in the winter months because it is too cold this could solve your problem.

The next job on the gearbox was to remove the front cover inside the bellhousing (four screws), including the oil seal which was renewed later.

Then the overdrive adapter plate was removed from the rear of the gearbox as was the locking plate for the countershaft and reverse gear shaft. Someone had used a chisel at some time previously on the Posidrive screw securing the locking plate.

In the bellhousing the small cover (2 screws) was removed and the layshaft was pushed out allowing its gears to drop into the bottom of the box.



*The selector forks were examined for wear, and here one of the caps is being threaded back into front flange - far enough to take on some spring loading and to be at least flush with the flange*

## TR6 Restoration – The Gearbox Overhaul

A circlip and washer were removed from the rear end of the mainshaft then the input (constant pinion) shaft was drifted out in a forward direction by applying the drift to the front bearing from within the box - making sure to recover the spigot bearing from its housing inside the rear end of the input shaft assembly.

To remove the rear bearings from the mainshaft the first step was to drive the shaft forward slightly into the box. Then the bearing was drifted backwards out of the casing until it could slip off the shaft. Then the shaft itself (complete with all its gears etc.) could be tilted upwards, if the various components on it were held together in a tight group, and lifted out of the top of the box.

Next the reverse gear shaft was pushed out of the back of the casing and the gear removed from the box. Then the thrust washer was extracted from behind the laygear cluster in the bottom of the box and the cluster itself was lifted out.

It may seem obvious but if you want your gearbox to be as new then you must replace any component that is even slightly worn, \_ even if it is judged to be re-usable. If you obtain reconditioned box you cannot necessarily assume that all wearing parts will have been renewed. A reconditioned box could contain various components which are not strictly TR6 parts (some may come from the 2000/2500/2.5 range of saloons) and our box, whose history is unknown, showed a few variations of this sort - which are



*The adjusting screws and locknuts which are used to take up excess movement in the gearlever can be seen on each side of the gearlever housing*



*Note the extra long stud at the overdrive/gearbox flanges (there is one on the other side too) to allow the internal spring pressure to be released gradually*



*With the four bolts removed the front cover (nosepiece) was free to slide off the input shaft complete with the oil seal which it contains. The lower cover came off later to release the layshaft*



*Having loosened all the nuts Chris tapped the casing with a mallet to break the seal. Overdrive is the 'A' type*



## TR6 Restoration – The Gearbox Overhaul



*The cam which drives the overdrive pump simply slides off the mainshaft and, when refitted, the thinnest part of the cam should be towards the bottom of the box*

by no means unusual.

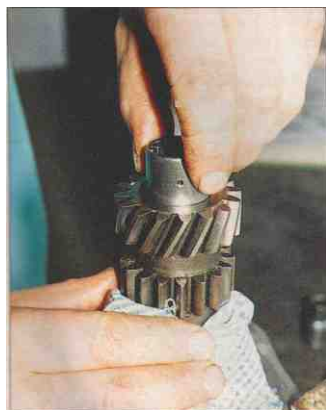
Cleanliness is important when working on gearboxes and overdrive units and, once again, the Machine Mart parts washer made an otherwise tedious job relatively pleasant and easy. After cleaning, the parts were laid out in an orderly fashion on clean paper on the bench ready for reassembly.

All components were examined closely. Our plan was to replace all bearings together with any other parts which appeared worn or damaged. The latter included the input shaft synchro, the large gear on the front of the laygear cluster from which one tooth had broken off (and was found in the bottom of the box) and, the circlip which retains third gear on the mainshaft. It was necessary to remove this circlip when dismantling the components of the mainshaft and, once removed; it should not be reused.

Our layshaft assembly required new needle rollers at both ends and a replacement for a badly shipped constant gear. Within each end of the layshaft assembly circlips



*Why it is important to examine components carefully - it is easy to miss a chipped gear, even one as bad as this*



*A new needle roller assembly was needed for each end of the layshaft and (if you have had your three Weetabix) these can be pressed in by hand*



*A little oil was applied to the shaft before the new gear was fitted*

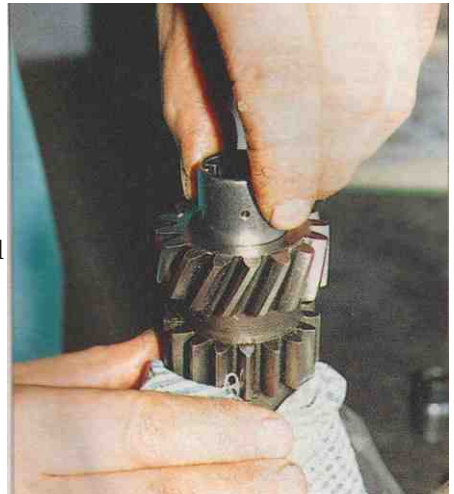
## TR6 Restoration – The Gearbox Overhaul

were removed so that the needle roller bearings behind them could be replaced by new ones. Behind each bearing was a tapered ring which stayed in place.

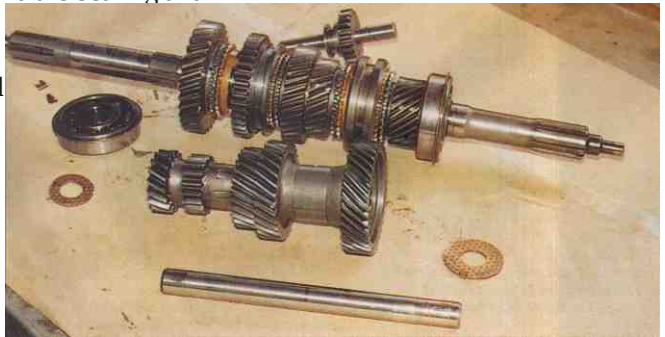
When refitting the layshaft assembly to the box we put the forward thrust washer in first, holding it in place with grease, then the layshaft assembly followed by the rear thrust washer. All of this rested in the bottom of the box until the reverse gear shaft and mainshaft were in place. Later the box was turned upside down so that the layshaft assembly would fall into position for its shaft to be inserted.

To fit a new bearing to the input shaft Chris removed a circlip from the shaft then supported the old bearing on a vice while he drove the shaft through the bearing using a mallet and a piece of hardwood. An oil thrower fits on the input shaft between the gear and the bearing and the shaft had to be driven through the new bearing far enough to allow a washer and a circlip to be fitted. The bearing itself must be fitted the right way around as a groove around its perimeter accommodates another circlip which in turn rests against the outside of the gearbox casing

The various parts on the mainshaft proved to be in good condition and we replaced the circlip (mentioned earlier) and the bearing. If you are unfamiliar with the internals of the gearbox you will find it vital to keep parts in the correct order throughout and particularly when dealing with the seemingly



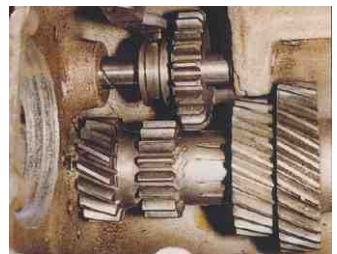
*A new needle roller assembly was needed for each end of the layshaft and (if you have had your three Weetabix) these can be pressed in by hand*



*The contents of the gearbox ready for refitting in the box*



*Using a feeler gauge to check the layshaft assembly end float. 8-12 thou between the thrust washer and the laygear*

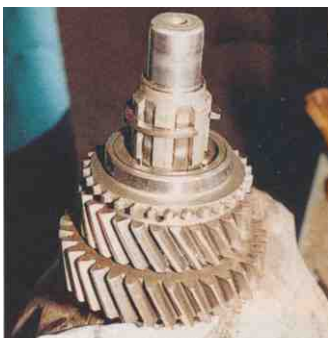


*The reverse gear and shaft in position and located on the change lever*

## TR6 Restoration – The Gearbox Overhaul



*Note the oil thrower washer between the gear and the bearing on the input shaft*



*The new circlip being placed on the mainshaft assembly between second and third gear*



*The mainshaft and input shaft assemblies: The latter with its bearing is on the right and the bearing for the rear end of the mainshaft was fitted after the shaft was placed back in the box*



*With the gearbox upside down and the mainshaft and input shaft assemblies already in position, the layshaft cluster should drop into the correct position for its shaft to be inserted*



*The bearing on the rear end of the mainshaft has a circlip around its perimeter outside the gearbox casing and there is a washer and a circlip on the shaft itself. The small plate, secured by a Posidrive screw, locks the layshaft and reverse gear shaft in their respective positions*

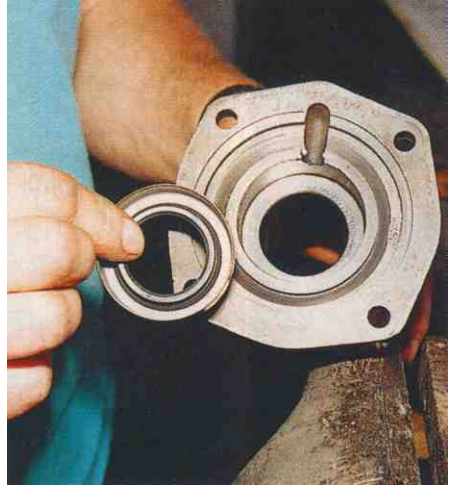
intimidating array of parts which fit on the mainshaft. In fact there are no real difficulties here. It is just a matter of noting which way round and in what order various items come off the shaft so that you will know how to put them back.

After reassembly, the mainshaft was returned to the gearbox and the new bearing fitted to its rear end complete with a retaining circlip around its perimeter, followed by a washer around the shaft and a circlip which located in a slot around the shaft. The input shaft had been fitted to the box by this stage and the box was turned up on to its front end so that the front end of the input shaft was on a block of wood on the floor. Then a metal tube was placed over the rear end of the mainshaft and this was used to drift the bearing into its housing in the casing.

One final point: When refitting the nose piece inside the bell housing, it is vital that it (and its gasket) are the right way round so that the oilway aligns with the hole adjacent to the bearing in the bell housing casting which is actually on the offside of the input shaft. Also, the splines on

# TR6 Restoration – The Gearbox Overhaul

the input shaft should be greased before fitting the nosepiece to help prevent damage to the oil seal which it contains.



*A new oil seal for the nosepiece. Note the oilway in the nosepiece casting*

## Crossword – Solution

Reprinted from Practical Classics, November 1991

	1	A		2	I		3	H		4	R		5	D		6	C	
7	O	L	Y	M	P	I	C			8	H	O	R	I	Z	O	N	
	E	P		L		9	R			V		S		M				
10	M	G	A		11	A	L	P	I	N	E		12	C	A	M		
	E		13	P			L		R					E				
14	U	N	T	R	E	A	T	E	D		16	A	S	T	R	A		
	D		I		V		Y		18	G		M		S				
		19	A	S	T	O	N	M	A	R	T	I	N					
	20	B		M		N		E		I		T		21	O			
22	F	L	O	A	T			23	P	R	O	P	S	H	A	F	T	
		O				24	S		L			S		F				
	25	W	A	Y		27	P	O	I	N	T	S		29	K	E	Y	
	E	F		E		N		R		30	M		N					
31	G	R	E	A	S	E	D			32	B	A	L	A	N	C	E	
	S		R		D					P		N		E				



### Members Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 40).

### Club Membership

As at 31<sup>st</sup> October, our total membership was 231, which included two new members who joined during the month:

Paul Nallo Stag

Peter Vibert TR4, TR6, Stag

Should you have any queries regarding your membership or renewal subscription please contact me. Remember to advise of any changes to your personal or vehicle details.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV.

### Name Badges

The wearing of name badges at meetings and events assists members getting to know each other as well as identifying TCCV members at public events and is encouraged.

Name badges are issued to the primary member as part of your joining fee. Partner's badges (or replacements for lost badges) can be ordered at the cost of \$10. Please advise me if you require additional/replacement badges.

*Roger McCowan*  
membership@tccv.net

### TCCV Membership

\$60.00 Annual Membership, with a \$10.00 membership fee discount for eTrumpet in preference to hard copy of club magazine.

\$20.00 once off Joining Fee applies from 1<sup>st</sup> July to 31<sup>st</sup> December only

Additional membership information, including an application form, can be downloaded from the club website.

### Triumphs on the Web

There are many interesting Triumph websites on the internet. This section lists the best of the Triumph and Motoring related websites, if you know of a good site not listed send me the link and I'll put it in this section.

*Georgia Triumph Association*

[www.gatriumph.com](http://www.gatriumph.com)

*The Triumph Home Page*

[www.team.net/www/triumph](http://www.team.net/www/triumph)

*TR Register New Zealand*

[www.trregister.co.nz/](http://www.trregister.co.nz/)

*The Dolomite Homepage*

<http://www.triumphdolomite.co.uk/>

*Greg Tunstall Mechanical - Queensland*

[www.gregtunstallmechanical.com.au](http://www.gregtunstallmechanical.com.au)

*Lucas MK1 and MK2 fuel/petrol injection*

[www.lucasinjection.com/](http://www.lucasinjection.com/)

*Triumph Sports Six Club UK*

[www.tssc.org.uk](http://www.tssc.org.uk)

### Event Photos

The username and password needed for you to upload your photos to the Club's Shutterfly collection are available via the website's 'Members Only' section.

Information about Shutterfly is available in the 'Photo Gallery' section of the website. Email to [photos@tccv.net](mailto:photos@tccv.net) if you have any queries with the process.

## Club Contacts

### Committee

President	Roger Makin	president@tccv.net	M: 0447 762 546
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Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	meetingadmin@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	clubfacilities@tccv.net	M: 0412 364 925
Committee Member	Andrew Richards	committee3@tccv.net	M: 0414 541 149
Past President	Helen Robinson	pastpres@tccv.net	M: 0439 554 199

### Volunteer Positions

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Regalia Officer	Peter Byrnes	regalia@tccv.net	M: 0429 389 878
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Club Permit Officers	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
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Advertising Officer	Terry Sully	advertising@tccv.net	M: 0418 995 372

### Car Captains

Refer to our website for Club Captain contact details

<b>TR2, TR3, TR3A</b>	Keith Brown	<b>TR4/4A, TR5</b>	Chris Sallmann
<b>TR6</b>	Terry Roche, Chris Sallmann	<b>TR7</b>	Fay and John Seeley
<b>Dolomite</b>	Colin Jenkins, Peter Welten	<b>Spitfire</b>	Mike Stokes
<b>GT6/Herald/Vitesse</b>	David Glenny, Alan Andrews	<b>Stag</b>	Graeme Oxley, Jim Ostergaard
<b>2000/2500 Saloon</b>	Chris Burgess, Lindsay Gibson	<b>Mayflower</b>	Roger McCowan

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