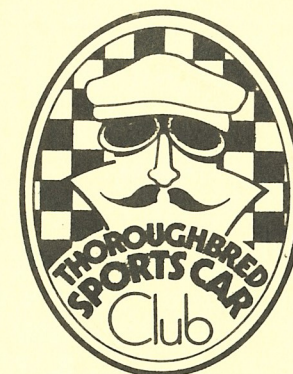


top

JUNE 1989

gear



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NEWSLETTER OF THE THOROUGHBRED SPORTS CAR CLUB



OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia".

"To help and advance thoroughbred sports car owners and ownership".

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road".

GENERAL MEETINGS OF THE CLUB

The General Meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Ryde RSL Club, 724 Victoria Road, RYDE

PUBLISHED BY: The Thoroughbred Sports Car Club,
P.O. Box 195, Croydon Park, N.S.W. 2133.

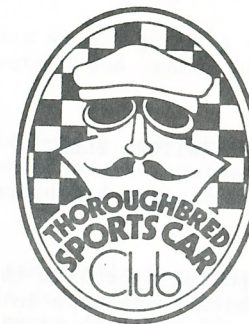
SEND ALL COPY FOR "TOP GEAR" TO: Val Taylor
P.O. Box 206, GLENORIE 2157

DISCLAIMER: Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, 1/4 page \$11 per issue, 1/8 page \$5 per issue. Advertisements are on a monthly continuing basis unless the advertiser notifies the Editor.

Classified Advertising:— Financial members of the club receive the first four lines free of charge. Rates are \$1 per line of ten words with a minimum charge of five lines (\$5.00). Non members should send payment when lodging their advertisement.



thoroughbred sports car club

Secretary: Penny Creighton, 43 Spencer Street, Killara NSW 2071 Tel: 499 2102

Monthly Meetings

Date: 2nd Wednesday each month 7.45pm

Location: Ryde RSL Club, 724 Victoria Road, Ryde.

1989 Committee

President	Adrian Walker	(h) 477 4299 (w) 411 1055
Vice President	Lester Gough	(h) 799 3209 (w) 750 8188
Secretary	Penny Creighton	(h) 499 2102 (w) 264 8403
Treasurer	John Burton	(h) 875 1050 (w) 410 6729
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	Roland Clarke	(h) 899 1205 (w) (045) 77 4577
	Chris Jackson	(h) 871 2806

EDITORIAL

EDITORS BLEET

Hi there fellow members,

Well this magazine is posing a problem this year, what with all the wet weather we just don't seem to be able to get enough events from the calendar to make for an interesting edition.

I know you are probably sick of hearing me say 'PLEASE' get your articles in to me as soon after the event as possible so as I can get the magazine pulled together but it's not happening quite as it should. So here I go again 'PLEASE' let me have your articles promptly. Also if anyone has any interesting articles please feel free to send them to me for inclusion in the magazine.

As we are now well into the year I trust that you have sent your Membership Registrations to Penny Creighton so as we continue to send you the Mag.

Looking forward to seeing everyone sometime, either at a meeting or one of the events on the calendar.

Bleet Bleet for now
Val



presidents prose

At this point in the year we are about a third of the way through our schedule of planned events, and some of them have proved quite interesting.

The Amaroo Park Historic Sports and Racing Association meeting on the January Australia Day weekend proved another outstanding success and those members who attended had a great time on the rocks overlooking Winfield corner.

The February waterskiing and family barbeque day was a major success for the club with quite staggering attendance and the weather smiled upon us with a brilliant sunny day, and I'm sure that the write up of it in the magazine will give those who did not attend some idea of what they missed (keep it in mind for next year!). Many thanks to those who organised the water ski boats - Max Pegler and Rolland Clark.

In March we had a Super Sprint at Oran Park which was well attended and the April Amaroo Park Super Sprint was postponed because of rain, however May 21st has been substituted in our club calendar as a point score event.

The April woolshed weekend at Yass was very enjoyable despite the slight drizzle for a significant part of the weekend, however the hosts were most friendly and made everybody feel extremely welcome. The woolshed was a real gem of a place on a property with wide rolling grass hills and we stood around a fire and watched a sheep on a spit for quite a time during the weekend. Very enjoyable.

As Vic Andrews has suggested, the Motorkana due April 23 was postponed as the Fiat club at Richmond needs several weeks sunshine to dry out after a lot of rain so let us hope it fines up soon.

We are looking forward to the Live Comedy night on Saturday May 20th shortly, and several sporting events to follow that.

The good news is that the same long range commercial weather forecasters who said we were going to have a wet January (ha, ha) are now predicting it will be fine from June onwards - let us hope they are worth their money!

Notice with your issue of the magazine this time there is a loose leaf insert suggesting that we bring our fees up to date and if you would kindly fill that in and return with a cheque it would be most appreciated.

Plans for our onslaught/safari to Adelaide for the Grand Prix are progressing with several avenues being explored and John Burton/Ray Ross may have somenews re accommodation arrangements in the near future.

We are endeavouring this year to have an interesting video, film or guest speaker in our monthly meetings at Ryde RSL club. The schedule for these remains a mystery to keep it interesting, however I can assure you there will be guest speakers/films across a wide range of subjects in the months to come.

Adrian Walker
T.S.C.C President

N.S.W ROAD RACING CLUB

On the 29th January 1989, some members ran in the Oran Park Supersprint, traditionally our first event of the year.

Gary took the Charger out but had brake and heating problems immediately, side lining it for the day. I then became the only one to run from the club and was lucky enough to win my class with a best time of 1-55.4

As few members had their cars prepared, it was decided not to make this a point scoring event.

As usual this was a relaxed day and thoroughly enjoyed by the 40 starters.

VOLVO SPORTING CAR CLUB

Six members braved the atrocious weather to attend the Volvo Sporting Car Clubs supersprint on 4th March 1989 at Oran Park.

Conditions were so bad that Vic Andrews and Chris Jackson (who was having his first run in the rebuilt Torana) could not run on their slicks, Gary MacDonald ran his VN Commodore V6 recording a best time of 55.71 to take second in his class, while the best I could average was a 56.32 for 3rd in the same class, albeit without the turbo charger operating, the wastegate actuator having failed.

Adrian Walker ran 4th in the same class with 64.08 on a still wet track before giving it away. John Hudson in his Lancia Beta came 1st in his class with a 58.68 which is a very good time for this type of vehicle.

Spins were the order of the day during the wet sessions, with many drivers including myself having monumental "offs".

All in all a good day.

Though the first 4 months have seen little activity within the club, some members have kept fairly busy in the motorsport area.

A practice day arranged by Don MacDonald was held during March which enabled a few people to check out their cars. Ray Ross in his new Van Dieman Formula Ford had many laps and found out what we all knew, his feet are too long, his legs are too long and his teeth are too (sorry Ray). No, seriously he went well and made my day by allowing me to put in a few laps. If the throttle cable had not broken, I would still be out there - what a buzz.

Interestingly enough, Rays car which is an '81 model was just as quick down the straight as John Campbell's 1986 model. Adrian was there with the Jag, Vic was also there, and I gave the Nissan GTS a run. Worst sight of the day was Angus and Gary MacDonald heading down the straight in Dad's Nissan and Starion side by side, not being prone to giving in easily, brake lights didn't flick on early. When the smoke had cleared, the Starion was around the corner while the Nissan was out on the grass. Thanks for the flat spots boys. The weather that day was absolutely beautiful.

Bill Long competed in the 24 hour race at Winton doing some 5-1/2 hours racing and also in the 6 hour race at Oran, where, when he arrived at the kink at the end of the straight, full noise, hit the brakes and hello mother, no one home. Sue's still washing. Good one Bill.

In March I contested a couple of street sedan races in the Starion at Amaroo while Kevin Leggott raced his clubman, I ended up wacking the wall in a moment of excitement but still scored 5th in both races. The scrutineering that took place after the race saw 14 of the 29 S/Sedan racers outed for illegalities, including the winner of the race. Kevin Leggott hit the bank after a big spin approaching Honda. He has since repaired the car and is back in action.

April saw a few go to Oran Park for a race meeting but it was washed out completely.

May 7th was Oran again with John, Kevin and myself competing. John managed a couple of 7th's in the clubman races which from the stand seemed to be hotly contested. Kevin didn't have quite as much luck, but never-the-less went well. I had scored pole in the S/Sedan races but was monstered by a Commodore Classic V8 and a bunch of RX4's before the first corner. I did manage 3rd however in race 1, scoring a bit of orange paint on the front guard for my trouble. 7th was the best I could do in the second, being shuffled back thru the pack by the RX4's.

If anyone says his RX4 is as good as a V8 - believe. Off the line they left my car by some 4-5 lengths into the first corner. They don't handle that good or brake, but in a straight line out of the corners, goodbye porkpie.

On the 14th May I have another race meeting but have decided in light of some nagging health problems to give it away and will see what Gary can do in the Starion.

Cheers

THE WONDERS OF WATER SKI-ING

Saturday 18th February started off cloudy, there was even a little drizzle, but that didn't daunt the enthusiasts: the water ski-ing was fast and furious, and full of falls.

(If there are any tips needed for future ski-ing sessions, ask Penny Creighton, or Vic Andrews - they're sure to have some answers).

We've even discovered some water babies amongst the children's entourage: Oliver and Lucas Madar and Nadine Andrews must have been water-logged by the end of the day; I don't think they spend very much time out of the water that day!!

The non-skiers of the group spent the day relaxing and catching up on all the non-motoring news. At least we weren't sore the next day - I'm sure Sunday 19th was a non-activity day in many house-holds.

Thanks must go to:

the two boat owners - Max Pegler () and Graham Clark (Mid Week),
Ray Ross for all his organizing, and
Margaret Ross, for her catering skills.

A good day was had by all, and it didn't end with the barbeque!!! Nine-thirty at night saw a single line of motoring enthusiasts trekking their way to MacDonald's Shed. Taking up prime occupancy were the latest additions to the Ross's Racing Stable (the little yellow peril) and the MacDonald's Motors (Charger E49).

Looking forward to seeing both these machines at future Club Events.

Signed: a non-skier

If its music or musical instruments you, your family or friends require contact

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Phone: 872 3439

THE WOOLSHED WEEKEND

Saturday the 8th of April dawned dull but dry, with the weatherman assuring us the rain was heading north. We set off at 10.00 am full of confidence for the drive south to Yass. Having the Aston off the road has its disadvantages, but being picked up at the door and chauffer driven in a red 2 door Jaguar is certainly not one of them. Many thanks to Dave & Barbara Muir for making it possible for us to participate in the weekend.

It was a leisurely drive south with a couple of stops, (lunch in Goulburn, one for D McD to try his luck on the horses, and one for grog supplies), marred only by some increasing dark clouds. As we got closer we knew the weatherman had blown it again as the rain came down.

On our slippery arrival at Fairburn, the property of our hosts Peter and Faye Southwell, a sheep was already on the spit cooking away. Everything else was under control thanks to the advance party. We were able to take our time to unpack, and settle on some unclaimed floorboards. Unfortunately the rain prevented a tour of the property, although it didn't prevent the younger, keener members from a "mushroom hunt".

The rest of us, 20 or so, enjoyed a relaxing pre-dinner drink around the spit in relatively dry comfort. Peter entertained and enlightened everyone with a sheep shearing demonstration.

Saturday night was a great success. The mystery entree turned out to be some tasty kangaroo, the sheep was done to perfection, and the salads and desserts were excellent. The evening's entertainment took the form of a lively game of charades, although some of us opted for the port by the fire. There seemed to be a lot of reminiscing about 1944, or was it 1941?

We retired for the night between two snorers - bad mistake. The only other interruptions to a good night's sleep were some frisky sheep, and those trying to find the outhouse in the dark!

The rain greeted us on Sunday morning, so a leisurely breakfast was the order of the day. Our options were limited, with everyone deciding to head home early, which we duly did after thanking our hosts.

The rain certainly spoiled some plans, but there is no denying it was a pleasant weekend nonetheless. It was an opportunity to experience something different, get to know the other members better, and everyone seemed to enjoy themselves. Our thanks go to the Rosses and the Burtons for organising the event.

Max & Carol

PS Don, how did that horse go?

STATEMENT OF RECEIPTS & PAYMENTS FOR PERIOD
1/1/89 - 30/4/89

CASH AS AT 31/12/84 \$1,158.63

ADD RECEIPTS

Subs (21)	585.88	
Cams	90.00	
Functions	196.28	
Adverts	176.00	
Raffle	64.00	
Interest	2.03	
		<u>1,113.31</u>

2,271.94

LESS PAYMENTS

Cams - Annual Subs	130.00	
Licences	40.00	
Affiliations	36.00	
		<u>206.00</u>
Magazine	108.00	
Functions	104.50	
Postage	75.60	
Bank/Govt Charges	14.37	
Rent	40.00	
		<u>(548.47)</u>

Cash at Bank \$1,723.47

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When John McCormack bought his concours winning Triumph TR2 in 1976, little did he think he'd be committed to a complete rebuild within a few years. That in turn has led to him owning one of the finest TR2s in regular use on Australian roads today.

In Australia, the TR2 is a fairly rare car. Although in looks not greatly different from the later TR3, its scarcity raises interest. All up only 8628 were built between August 1953 and October 1955 with about three-quarters going to export markets, mainly the US or Canada.

Compared with a total production of some 75,000 TR3, 3A and 3B machines over the subsequent seven years this is a drop in the ocean.

As purchased in February 1976, John's TR2 came complete with the victor's laurels from recent Triumph Sports Owners Association concours events. Indeed, John was co-winner of the TSOA concours in late 1976.

Although he had been on the lookout for a big Healey, the pristine TR2 caught John's eye at a well-known dealer's premises in Sydney and its all-round general good condition won the day.

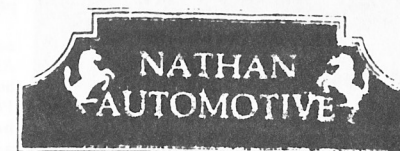
For the next few years, including more than a year in Darwin, the TR2 shared the transport load for John and his family. By 1980 and back in the southern states, the car was showing signs of wear and John started on one of those quick respays which ends up as a full restoration.

The further he went into the job, the more he found to do until eventually everything had been removed from the chassis frame. Over the next three and a half years, a steady stream of jobs was undertaken from respoking the wheels to retrimming the interior.

Nothing escaped attention: brakes, engine, gearbox, differential, instruments, body and chassis all received a thorough going over. One thing John's wife Sue was always sure of when she couldn't find him — he was in the garage.

While the mechanical rebuilding was in progress, John wrote to the TR Register in the UK and asked for details of his particular car (commission number TS 50380, body number 771145, engine number TS5384E). In

QUALITY REPAIRS



SMASH REPAIR SERVICE

679-1080

679-1520

reply he received a letter giving production and car details and so set about completing the rebuild to these specifications.

By December 1983 the TR2, originally completed between 7.30am and 8.30am on December 10, 1954, was well and truly as the factory would have made it, resplendant in British Racing Green with red leather upholstery and black chassis.

A fawn soft-top and side screens complete the picture. The only visible non-original items John acknowledges are the driving lights and the chromed wire wheels, the original option being for painted wires instead of the regular disc wheels.

The engine is also slightly non-original in that, although possibly the first block, it has a TR3A cylinder head and head buttors and is sleeved to 2.211.

The TR series Triumph was the successor to Standard-Triumph's first post-World War II sporting car, the 1800 Roadster. It built on the sporting reputation of the marque established over many years before the war with cars like the Super-Sevens, Glorias and the incredible, ill-fated straight-eight Dolomites.

Essentially the post-war Triumph story is different to the pre-war when Donald Healey worked for the company. By the end of the war, the company was under the management of Standard's John (later Sir John) Black.



It had been rescued from bankruptcy in 1939 by Thos W. Ward, a respected engineering and steel-making company based in Sheffield and sold to Black during 1945. Black immediately sold off the old Triumph factory but retained the name for his own use.

By 1947 Black was keen to see Standard-Triumph build on the success of the 1800 by producing a smaller two-seater sports car. Walter Belgrove, the company's chief body engineer, produced a rather rounded-looking roadster on a Vanguard chassis, with the 2088cc Vanguard engine.

The new car had an up-to-the-minute and fully-equipped body style in double-skinned light alloy, with electro-hydraulic operation of such items as the foldaway hood, the seat adjustment and the hide-away headlamps.

Three prototypes of this design, known now as the TRX, were completed in 1950, but the car was never put into production. The project was cancelled in 1951.

By 1952 Black was ready to try the Company's hand at sports cars again, this time motivated by Standard's failure to take over the tiny Morgan company and from jealousy at the success of MG's TD and Jaguar's XK120.

The new sports car was to be ready for showing at the October 1952 Earls Court Motor Show. By that date the designers and engineers had produced a one-off model, now retrospectively called the TR1, for the Show. This car

was subsequently broken up and the photographic record is all that remains.

The TR1 had many of the distinctive styling features of the production TR2s and, at first glance, could be mistaken for the production models. However, its rear-end styling was quite different.

The car had been designed in less than six months, assembled in eight short weeks, and was built to a low price from as many standardised components as possible with a production of about 500 per year envisaged.

Its reception at the Motor Show is described by Graham Robson in his classic work "The Story of Triumph Sports Cars", as kindly, particularly from the newspapers who were looking for all-British cars to boost.

But the technical press was guarded in its praise since the experts knew less than eight weeks had elapsed since the prototype build had been started, and that nothing better than an old 1936 Standard Flying Nine chassis was hidden under the new body.

Interest in the new sports car was significant, however, particularly from overseas. It was clear the production figure of 10 cars a week would be sadly inadequate.

A total redesign for more mass production was called for and within six months the TR1 had been transformed into the now familiar TR2/TR3 shape and five prototypes built.

The first of these, in the typical style of Sir John Black who never lost his flair for a good publicity stunt, was taken to the Jabbeke stretch of the Ostend-Brussels highway in Belgium in May 1953, where it flew to break the 120mph speed just established by Rootes Group's new two-seater Sunbeam Alpine.

The prototype TR2 managed a creditable 124mph for the flying mile in race trim and 114mph in full kit with windscreen, hood and sidescreens back on. It beat the Sunbeam's figures and proved itself to be quicker than the Healey 100.

It also turned out to be faster than the Jaguar XK120 at lower speeds. So, after eight years of trying, Black had his proper sports car!

The first production model TR2 rolled out of the Canley assembly hall in August 1953 to be offered for sale at the bargain price of 595 Pounds, or 844 Pounds with tax. However, Standard had still not established its reputation as a sports car builder and initial sales were slow.

Road tests carried out by The Autocar in January 1954 revealed the car's true performance publicly for the first time: 103.5mph flat out, 0-60mph in 11.9 seconds and 0-100mph in just over 50 seconds. Not bad for a 90bhp engine returning about 30mpg.

The Motor magazine interpreted the roadholding as "showing a consistent but not exaggerated understeer characteristic, so that it is viceless right up to the limit of tyre adhesion."

As John McCormack says, the TR2's rather average roadholding was crying out for tyre developments and was

transformed by a set of good radials. These unfortunately were not readily available at the time.

The TR2 went on in this, and later, forms to significant competition successes. It earned a sound reputation for its robustness and performance and was a major sales success for the Standard Triumph company.

These days John McCormack's TR2 still shows a willingness to get up and go. In true sports car fashion, the contoured seats feel like they will hold you firmly, the pedals are well placed for heel-and-toe operations and all controls and instrumentation are readily to hand or in sight.

The view over the bonnet is impressive while all round visibility, with the roof down, is excellent. John's TR2 has a four-speed gearbox with the optional laycock overdrive unit fitted, which operates on third and top gears. The overdrive operates from a pull-on switch on the dashboard, easily reached with your right hand.

The gearbox is smooth and it was not long before we were motoring gently along in overdrive top doing 50mph at a relaxed 2000rpm.

Flick it out of overdrive and plant the right foot and there is bags of torque sending the car racing towards that 100mph mark.

With only about 50 TR2s known to the TR Register in Australia, and only a handful on the road in daily use, it was a rare experience to drive this one.

June	12	1	Mon	Oran Park Supersprint For further information Phone Vic Andrews 528 3227 (h)
	14th		Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
July	2nd		Sun	Oran Park South - Super Sprint For further information Phone Vic Andrews 528 3227 (h)
	12th		Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
	23rd		Sun	Day trip away - bring your classic cars for a lovely drive in the country to Blue Mountains or Seven Mile Beach For further information and bookings Phone Ray Ross 651 2013 (h)
August	9th		Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
	20th		Sun	Motorkhana and family BBQ day For further information and bookings Phone Vic Andrews 528 3227 (h)
	27th		Sun	Club Social Golf Day Castle Hill Country Club 7.00 am hit-off - Book early For further information and bookings Phone Ray Ross 651 2013 (h)



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