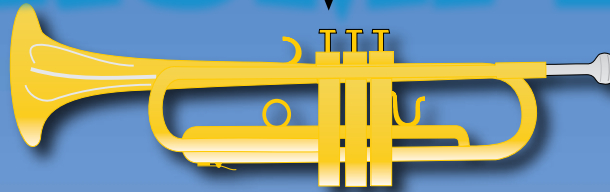


# THE TRIUMPH TRUMPET



February



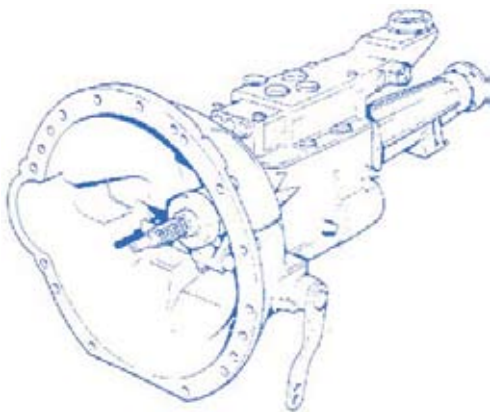
2010

The Magazine of the  
Triumph Car Club of Victoria Inc.

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The Triumph Car Club is an Authorised Club under the VicRoads' Club Permit Scheme. Club Permit Secretary, Syd Gallagher, phone – 9772 6537.

Articles in the Triumph Trumpet may be quoted without permission, however, due acknowledgment must be made.

This magazine is published every month, except December, and is mailed on the Tuesday preceding the Club's monthly General Meetings. Collation is the evening before mailing day, and articles should reach the Editor by the Deadline date referred to in the Editorial.

Life Members of the  
Triumph Car Club of  
Victoria

Lionel Westley †

Fay Seeley .. John Seeley

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# TRUMPET

Journal of the Triumph Car Club of Victoria, Inc

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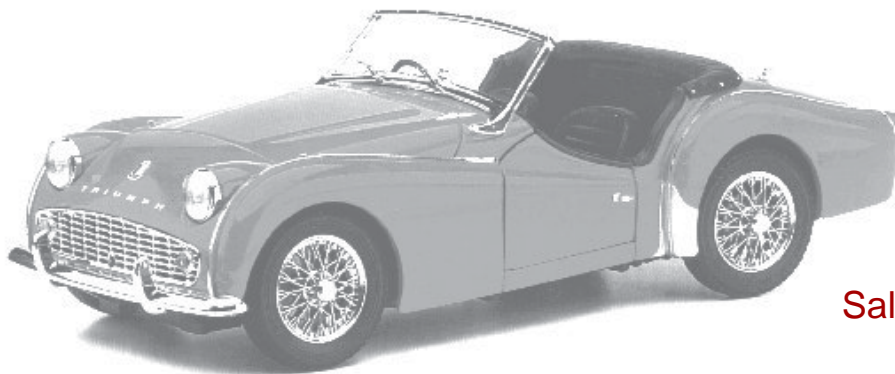
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## THIS MONTHS COVER PHOTO



This months cover photo was sent in by Brian Campbell, who currently resides in Singapore. One good thing about this editor,s role is I get to see all the pictures member's submit for publication, before I choose which ones to use in Trumpet.

Brian sent in some great picture and lv'e put some more of them in the magazine along with an article submitted by Brian on the subject of his model, the Triumph Super 7.

### ... ARTICLES WANTED ...

Interesting articles & photos of a Triumphant nature!! This is YOUR chance to earn points for the Peter Shipley Award!! So put pen to paper, finger to key and send your articles/photos to the awaiting Editor, Chris Newell, email: [editor@tccv.net](mailto:editor@tccv.net)

### ... DISCLAIMER ...

The contents of The Triumph Trumpet do not necessarily represent the views of any Member, the Editor, or the Committee of the Triumph Car Club of Victoria, Incorporated (TCCV). Whilst the TCCV appreciates the support of advertisers in this magazine, acceptance of an advertisement does not necessarily imply endorsement by the TCCV of the advertised product or service. Furthermore, the TCCV or any of its members cannot be held responsible in any way for the quality or correctness of any items or text included in the advertisements contained herein.

# CHRIS'S PROCRASTINATIONS

---

Greetings fellow Triumph lovers, that was a quick gap between Trumpets, I don't know where the time goes. Good meeting in January, start of a new club year, and an abundance of events already on the table, also was good to catch up with the regular members who attend meetings and event throughout the year, and once again a great BBQ was laid on by the Committee to kick off the new year.

I made mention at the January meeting that I need to pull in the deadline for this issue, as I need to get this Trumpet to the printer a week earlier due a week away on a fishing trip, well the trip was moved out a couple of weeks, so I managed to work to the original deadline, which happens to be as I write this editorial. To add to my woes my PC is acting up and my internet provider chocked my usage for 6 days (its back to full speed now), I had exceeded my download limit (the 1st time in 8 years with them) even though my account is called "Unlimited" it has limits, go figure.

This edition has some good articles, some of which are repeats, but they still are of interest to our members, the cars we drive have not changed for the last 25 years, and that makes these articles still valid to the older car owner/enthusiast. Chris Sallmann has sent in some pictures from the Kings Domain last month, Ian and Cameron are preparing another race car for the 2010 season, and if you have a soft spot for the Super 7's, then this issue features a very clean and tidy example, I hope you like it.

Terry Hickey sent me an interesting web site, which had more encryption than Fort Knox, hence I couldn't reproduce it without physically retyping it, however I dug out an old article we used many moons ago, which has similar practices in it this starts on page 21 (Electrical Systems) pity I couldn't use the internet version.

I have been closely monitoring the growing progress of the TCCV website, this is reflected in the chart at the bottom of page 10, there is a lot of information as you look deeper into the stats, I have put a link to the stats further in the Trumpet, please visit it and you will see the who, what, why and where the "hits" are coming from, the good thing is the numbers are growing at a steady rate.

Tony O'Connor posed the question about which oils are best to use in our older cars, this prompted some email discussion, my personal choice is to stick with a brand you can trust, one that formulates an oil for older engines, new oil specs are good (emissions & EPA etc...), for modern vehicles but would damage our old engines as they contain additives and detergents, some of the 'additives' can damage the phosphor bronze bearings and thrust washers, they may also damage the O-rings and seals, the detergents clean all the carbons away, which I believe we need to keep built up.

Just for the record, my preferred oil is Penrite, I have used it for about 20 years, but after we (TCCV) held a club tech talk at the Penrite factory some 7 or 8 years ago, this only convinced me further that their product was the one for me, as it meets all my needs, and I've religiously used Penrite oils and fluids since that meeting. There are many other good oils out there, many cater for our cars, weather they be new or old, so its all down to personal preference. It has been suggested that we invite one of the oil companies to give a tech talk, will be interesting as the questions asked, should apply to all major brands. When I live in the UK I was hooked on the Duckhams product, I think it was because the engine oil (Duckhams Q) was green, I wonder if it still exists?

Started to install a central locking system to my 2500S this weekend, but not quite finished yet, so nothing to report on this front, but by the time I write my next editorial, this should be all fitted, tested and in service. For now Adieu.

Take care on the roads, drive safe.

*Chris Newell* - Editor

**Deadline for February 2010 Trumpet - Wednesday, 3rd March**

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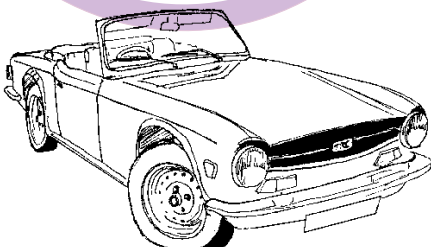


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**CAPITAL**  
**ACCESS GROUP**

2010 is well and truly up and running for the TCCV. A large number of members came for our BBQ at the January meeting, which turned out well with perfect weather, although it looked like being a non-event for a while when our chef extraordinaire, Jorge, rang to say work commitments would prevent him getting there, and there was no sign of Jeff and Glenis with all the food, until about 7:30. Work commitments again! After that, it was all straightforward.

As well as our local members attending, it was particularly pleasing to catch up with some from further afield, Debbie and Victor from Bonnie Doon, and Darren from Merrigum. We also had visitors all the way from Ohio, Chuck and Charlotte McGuire, who have TR3s and were visiting their daughter, Denise, who lives here. Rumour is that Denise may soon join TCCV as she is having her TR3 shipped out here.

On a sadder note, we heard that one of our members, Andy Spicer, had a heart attack on Boxing Day, and passed away. The Club offers its condolences to Andy's partner, Lisa, and his family at this time of bereavement. Somewhat luckier was another of our members, Col Jenkins, who also suffered a heart attack a few days before our January meeting. Fortunately, he was able to get to hospital in time, underwent bypass surgery and is now making a good recovery.

Now that we've reached February, we are officially half way through the club year – six months after the last AGM and six months to the next one. I was particularly heartened at our last meeting, when Bob Ritchie announced that he had read January's "Mac's Tracks" in the Trumpet and would do something about it – he would write an article for an upcoming edition of the Trumpet about the oil bleed line which some members have fitted to their 2500 engines (Bob has done it to two of his cars). What have you done to make your Triumph better? Please share your experiences with other Club members, by writing an article for the Trumpet. It doesn't need to be a lengthy technical article – even just a few words describing the change you made, and the benefits you gained from doing it. If other members think they would like to achieve the same benefits, they can contact you or chat to you at one of our meetings or events to find out more details of exactly how you went about making the change/modification.

In writing this, it occurred to me that there could be some value in extending the details in our membership database (which gets produced as part of the Member Services Directory in May each year) to include a list of the modifications or changes that each member has made to their Triumphs. For example, in my 2500S I have modified the cooling system, fitted electronic ignition, Datsun rear-axle half-shafts, and a LPG-fuel system. To have this sort of information for every member's vehicle would make a good starting point for any other member who wanted to find out about improving their cars.

On the topic of modifications, my progress on the Stag is much slower than anticipated, to the extent that I might not have it ready and reliable for the trip to Tasmania in March. We'll see.

The next couple of months represent the prime time for car club events, both of our own, like the Sassafras Cafe Run on 7<sup>th</sup> February and the Tasmania Trip in March (for which there are still a couple of vacancies), to the broader motoring fraternity events, like the Picnic at Hanging Rock on 14<sup>th</sup> February and the RACV Classic Showcase on 28<sup>th</sup> February at Flemington Racecourse. Between TSOA and ourselves, we have been allocated about 112 car spaces for this show, so again we're hoping for a great Triumph display. TCCV/TSOA have been joint winners the past two years at this event for best club display, so we're looking for the hat-trick this year.

I look forward to seeing you at these events, or at our next meeting on 17<sup>th</sup> February.

*Roger McCowan*

President

## 2010

### JANUARY

20th **Monthly General Meeting.** First meeting for the year, there will be a BBQ starting at 7pm, meeting starts at 8:00 pm

### FEBRUARY

14th Sun **Shannons Picnic at Hanging Rock,** display at the famous Hanging Rock Reserve in Victoria's Macedon Ranges. More details on page 12.

28th Sun **RACV-AOMC Classic Showcase** Flemington Racecourse AOMC (03) 9555 0133

### MARCH

7th Best of British at the Maffra Shed, more details to follow.

10th Members visit to the Fox Car Collection, in Membourne.

17th **Monthly General Meeting.** held at the Koornang UCA, Murrumbeena, Melways 69 A5 (see map below) starts at 8:00 pm

18th - 28th **TCCV Tour of Tassie,** See panel opposite.

### OCTOBER

15-19th Combined TCCV and TCCof Canberra, Venue to be advised but the Bendigo region is looking good. *Watch this space.*

**All events listed are Club Permit authorised, underlined listings are TCCV events.**

**Special Note:** The Bellbird Park Coffee Club Runs are scheduled each month to enable members (particularly those on the Club Permit scheme) to participate in a shorter run than the traditional EMRs.

Starting times and destinations may be varied, depending upon the weather and the desires of those participating.

For more information contact: Syd Gallagher on 9772 6537 or 0402 404 017

Monthly General Meetings are held on the third Wednesday on each month except December. Venue: Koornang Uniting Church, 117 Murrumbeena Road, Murrumbeena, Vic Melways Ref: 69 A5

**TCCV Tour of Tasmania** Depart Melbourne on 18 March 2010 Check in time 5.00 pm for a sailing time of 7.30 pm. Arrive Devonport on 19 March 2010 at 6.00 am..

Overnighting at Hobart, Dover, Port Arthur, Bicheno, St Helens, Launceston. We had choices for sightseeing etc... and some of the suggested activities are; Salamanca Market, Constitution Dock, Drive to top of Mt Wellington when in Hobart. Tahune Airwalk on the way to Dover. Historic Convict ruins at Port Arthur, Coles bay, Bay of Fires, Weldborough Pass (Google it, WOW). Historical Georgetown, Cataract Gorge, First Basin, Motor Museums (no shortage of these in Tassie), Historic Homes (no shortage of these either), Mole creek caves (these are great), meet up with the Tassie Triumph Car Club.

Itinerary is not finalised any suggestions to Col Colson. We already have a group booking for 12 couples, 10 Cars, 9 couples +1 member have so far booked, other members are welcome to join in but will need to make their own travel and accommodation arrangements.

Depart Devonport on 27 March 2010 Check in time 5.00 pm for a 7.30 pm sailing time. Arrive Melbourne on 28 March 2010 at 6.00 am,

#### **Spirit of Tasmania Fares:**

The cost per car is \$79.00 each way.

Price per adult in 2 Berth Porthole Cabin on the forward trip is \$192.00.

Price per adult in 2 Berth Inside Cabin on the forward trip is \$184.00.

Price per adult in 2 Berth Porthole Cabin on the return trip is \$265.00

Price per adult in 2 Berth Inside Cabin on the return trip is \$240.00.

If you have a pension card Peter Welten will need the pension number for you to receive the discount.

Peter has paid the deposit for the Spirit of Tasmania and you will need to have the money to him by the end of January 2010. Peter needs to give the full list of passengers to them by the end of January 2010.

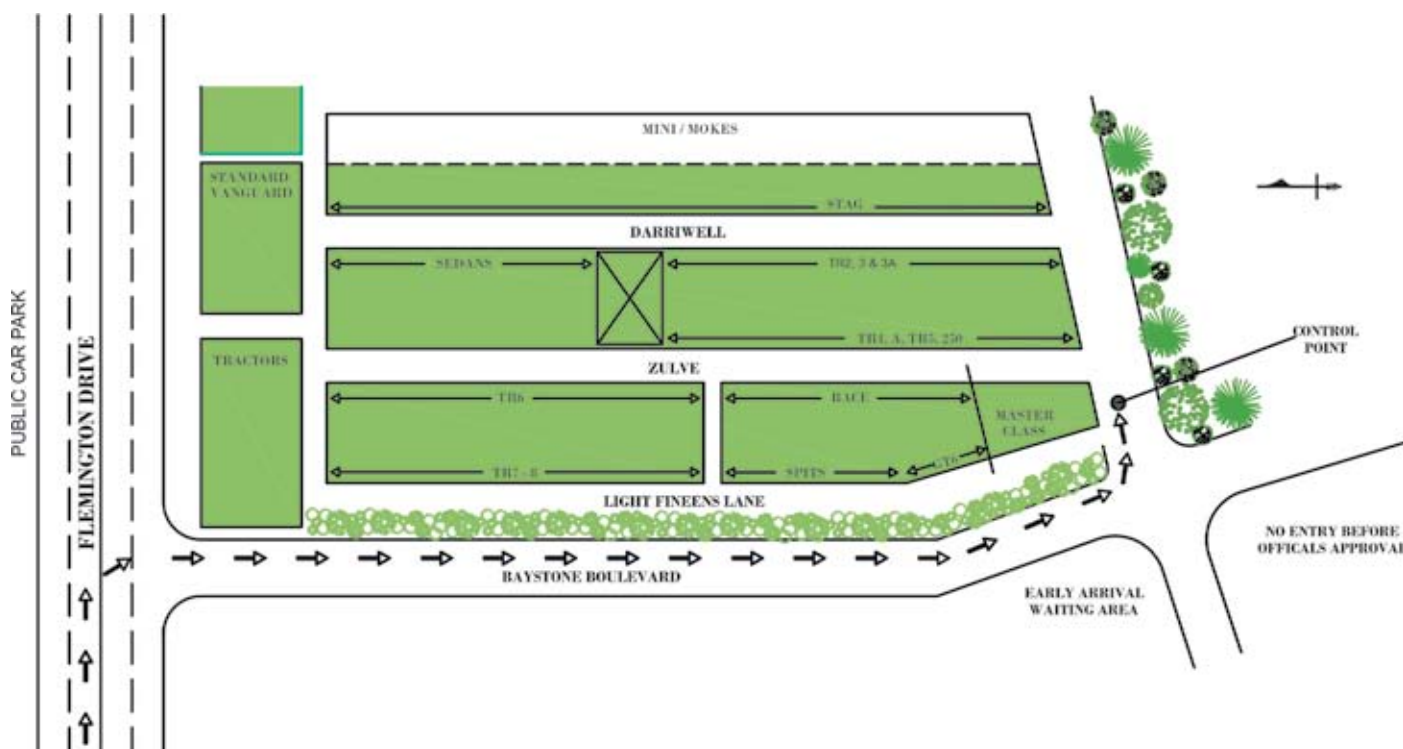
Peter Welton; 0419 511 003, [events@tccv.net](mailto:events@tccv.net)

All other queries to Col Colson on 0417 394 302 or email Col at [webmaster@tccv.net](mailto:webmaster@tccv.net)

## CLASSIC SHOWCASE FLEMINGTON RACECOURSE 28 FEB 2010

Members will recall The Classic Showcase this time round will include the TSOA concours d'elegance, to be open to TSOA members only, however TCCV will be mounting a significant effort to retain our record of winning the best display on the day. Space has now been allocated by the event organisers AOMC. Members are asked to make themselves familiar with the plan as the display will be by vehicle type, and please follow the instructions from our hard working Marshals on the day

Graeme Oxley [TCCV] and myself Chris Sallmann [TSOA] have taken on the task of marshalling on the day, we would be delighted to have additional support so please contact Graeme if you can assist. Sid and Bob are managing the TCCV arrangements for display so please contact them for further advice.



Please come and support this great day and by all means contact Club officials for further information.

## TCCV Photo Competition 2010

Fabulous Prizes

**Three categories:** Triumph Cars, Triumph Bits, Triumph People

Please submit your entries to Fraser Faithfull no later than the April general meeting, or to the TCCV mailbox by 30 April. High resolution digital entries accepted maximum size 2mb or less please can be sent to [fraser@goodshep.com.au](mailto:fraser@goodshep.com.au).

Winners announced and entries displayed at the June general meeting.

# PAST EVENTS - KINGS DOMAIN

---

This event is run every year on the 26<sup>th</sup> of January for what better reason to celebrate Australia day. To get an entry, members need to register and pay before November. There are a number of start off locations around Melbourne, a bit like the Great Australia Rally, from there you head off to the east entry of the Botanical Gardens and enjoy a walking pace drive along passed the Shrine and get marshalled between the Music Bowl, Government House and St Kilda road.

This year we had two member groups, yours truly and the Skinners. Various members came for a look including Graeme Oxley and Ray without cars. Paul Best wandered passed as did several TSOA members. Mark Campbell, was with me and kept regular anti dust attention to his damson TR6.

As usual the weather was fabulous low 20s gentle breeze, we set up camp under one of our city's best stands of trees and proceeded to take many enquires about our cars and memberships. One gentleman with a TR4 with an interesting problem has been invited to come along and see if the membership can solve his issue, being. His front tyres tend to hit the guards he says mainly the right and more so on turning. We covered wheel size, tyres, travel block and non aligned guards all of which he says he has looked at.

Of great amusement was the attention the chopped VW next to us was receiving, odd how things go but I guess Herby has a lot to blame for. that Best car of the day, not sure most likely a historic Alfa.

James Morrison gave a free concert and one of our group sat on the stage, the musically minded one of the pair, we had a 21 Gun salute, an FA-18 at tree tops and the RAAF Roulettes.

A lovely day. I hoisted several extra flags on my TR just in case anyone was unsure of my commitment to the flag. We headed off around 3.30 getting express wave through into st Kilda road and I was more than happy plodding along in an out of various classic vehicles until I reached the freeway and gosh was allowed to reach 80 KPH on the now completed world class motorway.

*Chris Sallmann*



Image by Chris Sallmann

# PAST EVENTS - GREAT AUSTRALIAN RALLY

The RACV Great Australian Rally has come and gone, this was my sixth. Attended by the Weltens, Mr TR6 and myself by two, we had a wonderful day out, having been joined at the venue by a lovely brown sedan that hides on the Peninsula enjoying retirement.

Yes it rained but true believers are never put off, just a sprinkle on the drive, not enough for the roof and a big down pour for about 5 minutes, right after lunch.



Image by Chris Sallmann

We arrived at Hastings for a break and then travelled the Hastings - Dromana road along the beach road and up to the venue all in about 40 minutes, and I can tell you I only stopped once at a crossing in main street Mornington. Last year I nearly received a free coffee from a girl delivering from one of the shops, so this year I slowed to a crawl, but not to be.

Oh I forgot to mention the only drama which, having only one is unusual was a flying elephant that unloaded into my car seat seconds after I got out at the yacht club.

I remain surprised at the lack of take up from both Triumph clubs for this event. I recon it's the right length, relaxed, a great venue lots of cars to look at. TSOA had three of their track cars in attendance, a lovely TR7 powered by a new TC Dolly Sprint engine. A red TR2, and a red TR3 both with long histories in motor sport

Next year I'll be there.

*Chris Sallmann*

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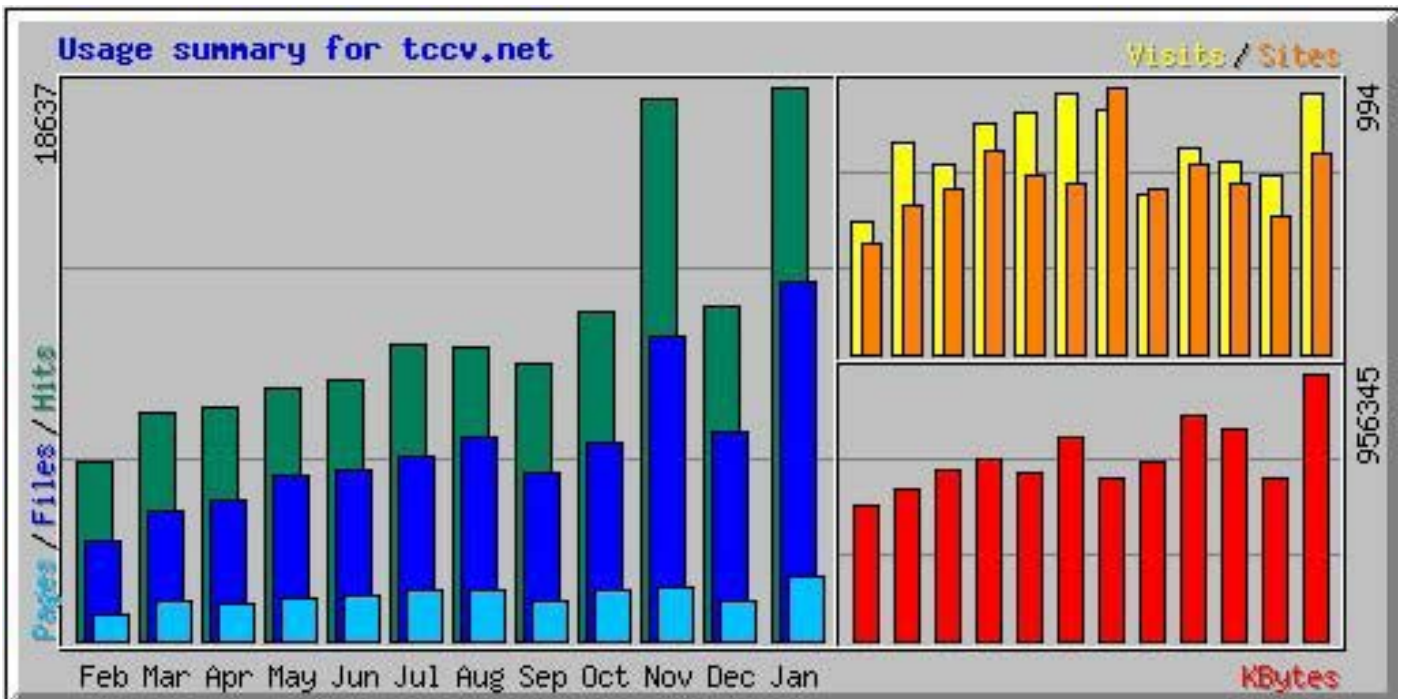
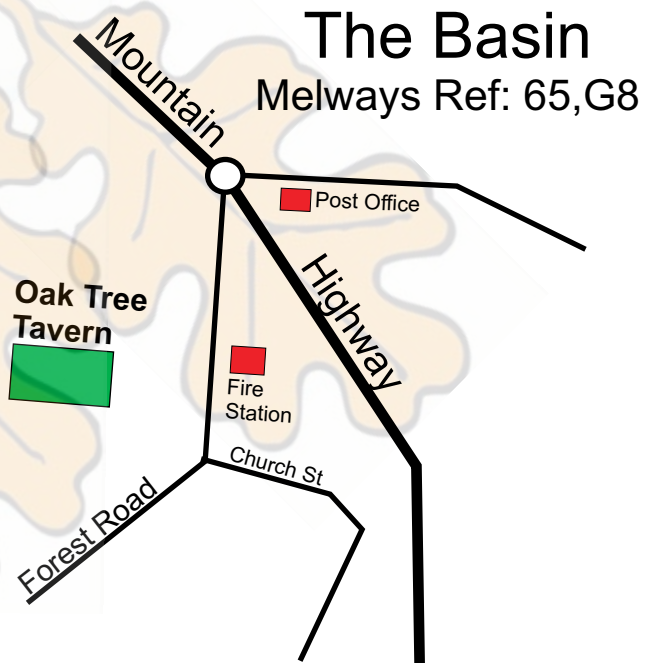
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The graph above shows the web usage for January, as you can see the web site has progressively been getting more "hits", as the chart shows we are getting more activity on the TCCV web pages, I can look at all the stats go to <http://www.tccv.net/plesk-stat/webstat/> and have a detailed view of all the stats. CN



At a very wet Rob Roy Hill Climb meeting a chap came up to us looking at my 2.5PI Sedan and told me about another car like mine that was for sale, he gave me the owners phone number.

After a few days I rang the man to discuss the car and he said he wanted \$500.00 for it. So off we went to have a look at the car, but after the owner told us the story about the engine (very Smokey) we were not quite so interested.

Because the car was in fair condition we offered him \$200.00 which he accepted and we arranged to tow it home to our yard in Williamstown (yop picture).



We eventually started the car and the smoke and noise was incredible (more than we had expected), after dismantling the engine (Fraser pictured in middle) we found the cause to be a broken No 2 piston ring groove (Bottom picture) and a very scored cylinder bore.



As the bore was already out to 0,020 we are now looking for another engine for Fraser's race car. With another engine we can get Fraser ready for the 2010 Hill Climb season, if any member has a spare engine they dont need please contact Fraser or myself through the club.

*Jan Cameron*

# A VERY NICE SUPER 7

---

I read with interest in a recent Trumpet of someone who has a horsepower challenged Herald. This is the perfect lead to top the HP problems with my recently acquired Triumph which only has 7 HP (actually 8, but who's counting).

In mid 2009 I was offered a 1929 Triumph Super 7 from a guy who was having medical problems and could no longer maintain it in the pristine manner he had previously. Sad to say he passed away in November and his family re-contacted me as they wanted it to go to a good home. So now it's a stable mate for the Stag and the E-Type.

Regarding the horsepower, I am sure most of you know that in the early days HP ratings has no bearing on actual power output which is how we now rate cars. The old HP figure was calculated from total piston surface area (i.e. "bore" only) for tax purposes. To minimise tax ratings British designers developed engines of a given swept volume (capacity) with very long stroke and low piston surface area.

British cars (and other countries applying the same approach to automobile taxation) continued to feature these long thin cylinders in their engine blocks even in the 1950s and 1960s (and in some cases later), after auto-taxation has ceased to be based on piston diameters, partly because limited funds meant that investment in new models often involved new bodies while under the hood/bonnet engines lurked from earlier decades with only minor upgrades. (possibly the reason the 2000 & 2500 engines are slightly slanted, the Vanguard format was small pistons and long stroke).

Back to the Super 7. In 1925 a guy called Arthur Sykes was given responsibility to design a new small car for the Triumph company to compete with the hugely popular Austin 7. Amongst those he recruited to help him was Stanley Edge, who has been the original draughtsman for the Austin 7.

The Super 7, which is actually 8 HP and was so named to capitalize on the Austin's well known branding, was launched in September 1927 and was 6 inches longer and 2 inches wider than the Austin.

The new 832 cc 4 cylinder side valve engine has a stroke of 3.3 in and bore of 2.2 in and unlike the Austin has a three bearing crankshaft with pressure lubrication and monobloc crankcase made from cast iron. (The Austin 7 has a two-bearing crankshaft and the cylinder block and crankcase were separate castings.) The car in true Triumph fashion used hydraulic brakes, using the latest design internal expanding 9.5 drums which were less affected by water than the older external contracting type. The handbrake operates on the transmission.

The chassis has a rigid front axle supported by half elliptic springs and a live rear axle with Austin 7-like quarter ecliptics allowing the chassis side members to finish ahead of the rear axle. The three speed non-synchromesh gearbox is mounted in unit with the engine and transmitted power to the worm gear final drive via a torque tube. The electrical system is 6 volts.



# A VERY NICE SUPER 7



Many “specials” were made based on the Super 7 and Super 8, including supercharged motors, lightweight bodies and so on, and they were a very popular and successful hillclimb and rally car.

Specification (courtesy of the WW Web)

Manufacturer	Triumph Motor Company
Production	1927 to 1934
Volume	17,000 (various body styles)
Body Styles Available	Four Seat Tourer Saloon Fabric Saloon Two Seat Coupe
Engine	832 cc Side Valve
Transmission	Three Speed Manual (4 Speed available after 1932)
Wheelbase	81 Inches
Length	96 Inches
Weight	1250 lbs

Footnote, at time of writing I am still looking for some way to transport the car on its trailer from Merimbula area to Adelaide. Seems the commercial carriers are only interested in roll on, roll off cars. If any members know of a company that transports these type of vehicles I would appreciate the help.



Contact me on [bcampbell\\_indo@yahoo.com.au](mailto:bcampbell_indo@yahoo.com.au) please.

# GIOVANNI MICHELOTTI

---

Late in the year 1959, and shortly after the announcement of the BMC Mini and the Triumph Herald, a Conservative MP stood up in the House of Commons and asked whether there was really no stylist in the British Isles sufficiently competent to render it unnecessary for BMC and Triumph to have to call upon a coachbuilder from '..... the land of spaghetti' for their models.

The MP was referring to the work done by Pininfarina on the BMC 1500cc range of cars and to the stylist whose name has drifted in and out of popularity for many years. The latter is a man of whom very little is known, yet his influence in European car design has been such that nearly every manufacturer at some time or another has experimented with some of his styling ideas; his name is Giovanni Michelotti.

Michelotti was born in Turin in the late 1920's, the son of a coachbuilder who was later to work for Pininfarina. Unlike the other big names in styling, Michelotti himself has never been a coachbuilder, considering that his work is more that of a stylist than of one who physically builds cars, although in later years he developed his own prototype workshop in Turin.

Michelotti was still very active in 1975 and did not seem to have lost any of his touch, but his heyday was the 1950's, when he peppered the styling scene and the glossy magazines with a whole array of cars, some of them on the most unlikely chassis, aided by the fact that he was consultant designer to Vignale and did many of Vignale's show cars during the period. The styling of cars is an area where ideas can pass from designer to designer until one scarcely remembers the originator, but going back to Michelotti's early days in 1950 one can see some original work coming from him. This was long before he became known in Britain as the man who took the bulbous and ugly Standard Vanguard II and, with some subtle modifications to the grille, the wheel discs and the front and rear screens, made perhaps not a silk purse out of a sow's ear but at least a much superior sow's ear.

The first signs of Michelotti influence can be seen in a Turin Show car, built in 1954 by Vignale for the Turin show and based on the Siata Fiat V8; it is interesting to note that with this car the stylist used a grille similar to that of the sports-racing Aston Martin DB3 of the period. Although Michelotti got no official credit for the car, there were indications in the design that he had certainly worked on it.

In 1955, although he still did not get individual credit, Vignale produced a styling exercise on the Lancia Aurelia GT, called Azure Ray, which had predominant tail fins and an interesting plexiglass roof and double windscreen. The windows slid upwards into humps in the roof. The reason why this design obviously came from Michelotti was explained some years later, in an interview, when he enthused about the possibilities offered by the use of synthetic transparent resin tops. That same year he used plexiglass for another futuristic coupé, on a Fiat V8 chassis, called the Red Devil. The roof line overhung the back window and again there were those tail fins.

It was in that same year, 1955, that he got his first public credit for a one-off styling exercise, commissioned by Ghia-Suisse in Aigle near Montreux. The chassis he was given was that of a Daimler Regency with a 3½-litre engine, and the car was shown for the first time at the 1955 Geneva Show. Only the radiator grille identified it as a Daimler, but the coupé design was not far away from the original Jaguar-based Daimler body which came along much later.

Michelotti was by now getting known and had moved from anonymity to notability, getting his name on his designs, and 1957 saw some of his most prolific yet diverse styling ideas. Like the frustrated artist looking for a medium of expression, Michelotti appeared to be given a free hand, and skill was in demand. He designed the Lancia Appia Coupé and designed two cars for Ghia-Suisse, one based on the Chevrolet Corvette, but with an aluminium body, rather than the glassfibre of the production car, and rubber crash pads on the dashboard. The other car was a special GT car based on one of Colin Chapman's sports racing Lotus XI's.

The machine was owned by a Swiss enthusiast and he asked Ghia-Suisse to commission Michelotti to design a road car out of the lightweight space-frame racer. A year later, in 1958, the author saw the actual car competing in the GT class at the Ollon-Villars hill-climb and Michelotti had transformed it. In place of a very stark and functional racing car he had produced a stylish coupé using his favourite medium, plexiglass, for the roof and thin screen pillars. In complete contrast, he designed an egg-shaped styling car for Vicnale, using the Fiat Arbath 859 chassis. Here one could see Michelotti's attention to every styling detail; this was one of the first cars produced with only a seat frame and slotted back rest. The front end was completely egg-shaped and visibility was superb.

By now Vignale had been in consultation with Standard Triumph about the restyling of their cars and so Michelotti became involved firstly with his modifications to the Vanguard III, but more importantly with the Triumph Herald. While working on that design, he still had time to revamp the Triumph TR3, producing a sharply angled car, with tail fins and scalloped headlight surrounds, for the Geneva Show. Many of the exterior-styling ideas in this car were to be seen in modified form in the Triumph Herald. However, by the Turin Show he had produced a completely different Triumph Italia, this time with smoothed-off headlights, like the Lotus Elan, and much cleaner lines. Vignale were interested in building a number of these cars for series production and the final version was produced a year later, yet another Triumph Italia.

Still in 1959, Michelotti anticipated the rage for Targa tops, detachable centre roof sections, in a Vignale styling exercise on the Fiat 1200 called the Wonderful, and Michelotti worked on the production design of the original Vignale-bodied Maserati 3500GT, which went into production that year.

In the following year, Michelotti had his first of a number of Japanese assignments. This was to design a production coupé and convertible for Fuji to sell on the Japanese market, with coachwork to be built by Allemano. Three years later, he did work with Hino producing the Contessa Coupé.

His first use of the Targa top on a production car was the Triumph TR4, introduced in 1961, and by now he was on a long term contract to Triumph, which in turn led to his other designs, the Triumph 2000 and the later 2.5PI the Vitesse and the Spitfire . All of these tended to keep him out of the public eye in the 1960's and his name only rarely appeared on the odd one-off design, such as a sports coupé, designed in 1962 using a Conrero-tuned Alfa Romeo engine, and a really superb styling car for Triumph, which was shown at the 1964 Geneva Show based on the Triumph Vitesse. This was a coupé, but Michelotti still persisted in his glass roof panels which were again a feature of this car. In the 1970's,

Giovanni Michelotti was still in demand and, although he had spent nearly 16 years working with Triumph on cars which were aimed for series production, he had lost none of his style. In the three years up to 1975 he had produced a number of show cars. His 1972 effort on a Fiat 128 Rally chassis, the Pulsar was a much better and much more stylish car than the ungainly Matra exercise of the previous year, but alas Fiat produced their own coupé on this chassis and so it stayed a show car.

Michelotti had a stand at the 1974 Turin Show and produced three contrasting designs in the shape of a four-door gull-wing version of the Lancia Beta, with pop-up headlights, a Fiat 126 Egg model and his own Ferrari, based on the 4.4 litre V12 and featuring, yet again, his Targa-style roof.

Throughout his career, Giovanni Michelotti has never sought publicity like Giugiaro or the ultimate prestige of Pininfarina, but has, in his own words, always sought to equate the best possible styling with the most economic methods of mass production. In this he has been successful with many of his Triumph models and has been able to let his imagination wander throughout his career on the many show cars he has designed. In this way he has managed to survive in the styling and still be in demand which in itself is an achievement.

# REPAIRING WINDSCREEN WIPERS

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BY PAUL WESSLER

It's a light drizzle—barely enough to wet the windshield. So you press the washer button and turn on the wipers. There's nothing—or maybe just a weak squirt—out of the washer nozzles, and the wipers quickly slow down and just streak the windshield to cover up whatever clear areas there had been. Traffic becomes a blur, and you're forced to slow down, pick your way through a slalom of cars and trucks to a side street, and just shake for a few moments until you have the presence of mind to get out and clean the window by hand.

## Where's The Liquid?

You just filled the reservoir last week and haven't used the washers since. So the reservoir should have plenty of fluid, right? It was a washer antifreeze solution? Okay, is the reservoir still full? It's empty? There must be a leak. Even if that solution contains a dye, you still are likely to have a tough time finding a cracked seam in the reservoir, particularly if the reservoir is under the battery or mounted on the firewall, the late-model location of choice for space-deprived powertrain compartment engineers.

Fill the reservoir and run your fingers along any seam, and also around the pump seal, which may be a simple rubber grommet. If you're losing fluid at a noticeable rate, you should be able to find a wet spot pretty fast. If it's a seam, empty the reservoir, dry the exterior and apply a bead of windshield sealer or epoxy. If it's the pump grommet, pull the pump out (just work it side-to-side or up-and-down with an outward tugging motion). Replacement grommets are not necessarily easy to buy, so if you can't get one, it's worth trying to apply beads of RTV silicone sealer around the pump opening in the reservoir and around the barbs of the pump. Allow adequate time for the RTV silicone to "skin" (partly cure) so it doesn't extrude out of position when you reinstall the grommet and pump.

The reservoir is full? Next question: Is the pump working? Have a helper press the washer button while you listen at the pump. If you hear it working, disconnect a hose from the pump, aim it into a container and repeat the test. If there's a solid stream, repeat the test at the hose connection to a spray nozzle. If a car has two nozzles, it's unlikely that both nozzles would plug up simultaneously, but it is possible that the hose from the reservoir is kinked, that a check valve (installed in some lines) has closed up or an inline filter is plugged. So if you get a solid stream from the pump, but nothing at a hose connection, work your way back to the pump. If all you can find is a check valve or an inline filter, remove it and make a temporary splice with a plastic hose connector. You may find the washer system operates well enough to make that your permanent repair.

If the pump isn't working, either it's failed or there's a break in the circuit leading to it. Unplug the wiring connector and again have your helper press the washer button while you probe the terminals with a grounded 12-volt test light. It should go on with the probe in one of the two terminals, and when you identify that one (the current feed), try to jump across the two terminals with the test light. Again it should go on. If you can't get the light to go on in the first test, there's a break in the current-feed side of the circuit from the washer button, and you'll have to trace it from there. If you can't get the test light to go on when you jump across the two terminals of the connector, there's a bad ground.

The connector passes both tests? The pump is the problem. On most late models, you can just pull it out (the rubber grommet may come out with it).

On many older cars, where little more than the end of the pump sticks out, look for a serrated retainer you can pry out with a thin-blade screwdriver. Then pull the pump itself with slip-joint pliers on an edge of the electrical terminal.

Just a weak squirt from the nozzles? If there's a solid stream from the hose connections, the nozzles apparently are plugged. The easiest approach is to just replace them, if you can get new ones. Most nozzles are held by retaining screws or built-in squeeze clips. Some nozzles have just a single-

# REPAIRING WINDSCREEN WIPERS

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clip (press toward the nozzle and push the nozzle out). Others have clips on both sides of the nozzle (squeeze together and push out the nozzle). If the opening is large enough, you may reach in with fingers to squeeze the clip(s). Otherwise, use needle-nose pliers.

Can't get new nozzles? On some old cars you could work in a needle to clear out the passage, but today, few nozzles have passages straight enough to do that. And if the car has a single, centrally located nozzle, it's probably a "fluidic nozzle." It seems to apply a super-wide-angle spray to the windshield, but actually it produces an oscillating stream that is so fast it deceives your eye. There are no moving parts within the fluidic nozzle, but it does contain a complex set of passages that produces the oscillation that swings the spray from one side to the other.

Soak the clogged nozzles in vinegar, at least overnight, to dissolve deposits, then blow compressed air through the nozzles, and that should restore the spray pattern.

## NOZZLE AIM

If the spray doesn't go where you want it to, it may be possible to make an adjustment. Typically, if the mounting pad is round, and the nozzle head has two or three spray holes, it can be adjusted side-to-side, up-or-down or both, by inserting a thin probe tool into a spray hole. Some nozzles have a rectangular hole between two spray holes, meant specifically to accommodate a probe for adjustment.

On older cars, the nozzle may be a simple piece of metal tubing (with a calibrated orifice inside), held by a retaining screw. With a pair of needle-nose pliers, make a very tiny bend, at a joint if there is one, near the base if there isn't.

You can't reshape plastic, and most nozzles are rectangular and fit into a position that defies change. If it's held by a screw, you may be able to slip a thin piece of plastic or aluminum under the fore or aft end of the nozzle to lower or raise the spray tip, so the spray hits the windshield higher or lower. However, if it's retained by plastic clips, you can't do this, or the clips won't seat. If a nozzle starts to spray off the usual pattern, that's usually the result of front-end bodywork that included hood adjustment, and it may take some readjustment to correct.

Replacing a non-working pump is simple once the reservoir is empty.

**Question:** How often should I replace my wiper blades?

**Answer:** Wiper blades are one of the most neglected components on vehicles today. Many blades are cracked, split, torn, brittle, worn or otherwise in obvious need of replacement. Others may look okay, but do a lousy job of wiping when put to the test.

Ninety percent of all driving decisions are based on a clear unobstructed view of the road, which means good visibility is absolutely essential -- especially during wet weather when vision may be obscured by water, road splash, sleet or snow on the windshield. But good visibility requires wipers that are in good condition. If the wipers are chattering, streaking or otherwise failing to wipe cleanly and consistently, you need new blades -- NOW!

Most experts say wiper blades should be replaced every six to twelve months for optimum performance and driving visibility. That's because wiper blades don't last forever. Natural rubber deteriorates over time. Halogen-hardened rubber as well as synthetic rubber provides longer life. But eventually all blade materials fall victim to environmental factors. Exposure to sunlight and ozone causes the rubber to age, even if the wipers aren't used much.

As a set of blades age, they lose much of their flip-over flexibility and they're less able to wipe cleanly. They may develop a permanent set or curvature which prevents full contact with the windshield. This tends to be more of a problem on vehicles that are parked outside in the hot sun all day. The sun bakes and hardens the rubber. Then when the wipers are needed, they streak and chatter because they've taken a set path and won't follow the curvature of the windshield. It can be very annoying

# REPAIRING WINDSCREEN WIPERS

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well as dangerous.

Cold weather can affect blade life, too. Freezing temperatures makes rubber hard and brittle, which increases the tendency to crack and split. The holders can also become “weak” preventing the holder from distributing spring tension evenly over the blade.

Heavy use can be hard on wiper blades, too, because dust, abrasives, road grime and even bug juice wear away the edge that the blades need to wipe cleanly. As the blade loses its edge (which is precision cut square to maximize the squeegee effect), water gets under the blade and remains on the glass. The result is reduced visibility and poor wiping action is experienced.

Any blade that’s chattering, streaking or doing a lousy job of wiping, therefore, is a blade that’s overdue for replacement. The same goes for any blade that is cracked, torn, nicked or otherwise damaged.

## CHECKING YOUR BLADES

A simple check is to try your windshield washers. If the blades are not in good condition, you’ll see why when they attempt to wipe the washer solvent off the glass. Streaking, chattering or any other problems will be clearly obvious.

This test also gives you the opportunity to check your windshield washer system. Do both nozzles work? If not, a nozzle may be plugged with dirt or a hose may be kinked or loose. Does the spray hit the windshield where it is supposed to? If not, the nozzles need adjusting. Does the washer pump deliver an adequate stream of solvent? If not, the vehicle may have a weak washer pump, or a clogged, kinked or loose hose. Most washer reservoirs have a screen to filter out debris that could clog or damage the pump. If this screen itself is buried under debris, it can choke off the flow of solvent to the washers.

## OTHER FACTORS THAT AFFECT YOUR WIPERS

How well the wiper blades perform also depends on the condition of the wiper arms and holders. A blade’s wiping ability is affected by the amount of spring tension on the wiper arm, the number of pressure points or claws that hold the blade, and the design of the blade itself. If the springs in the arms are weak (which is more apt to be a problem in older vehicles), the wipers may not be pressed against the glass firmly enough to wipe cleanly. Replacing the blades won’t make any difference because the problem is weak arms not bad blades.

If the blades can be pulled away from the glass with little resistance, it’s time for new arms. Most vehicle manufacturers publish tension specs for their arms. If the arm doesn’t meet the spec, it needs to be replaced.

Remember to check the tension on the rear wiper arm, too, because rear wiper arms are often damaged by drive-through car wash rollers.

Wind lift is another factor that can interfere with good wiping action at highway speeds. Many windshields are steeply sloped to improve aerodynamics. But steeply raked windshields with a lot of glass area direct more wind against the wipers. This can lift the blades away from the glass at high speed unless the wiper system and blades are designed to counter the aerodynamic forces. Some blades have specially designed vents and airfoils to minimize lift and/or generate downforce to keep the blades in constant contact with the glass as speed increases. If your original equipment blade holders need to be replaced, be sure the replacements have the same anti-wind lift design.

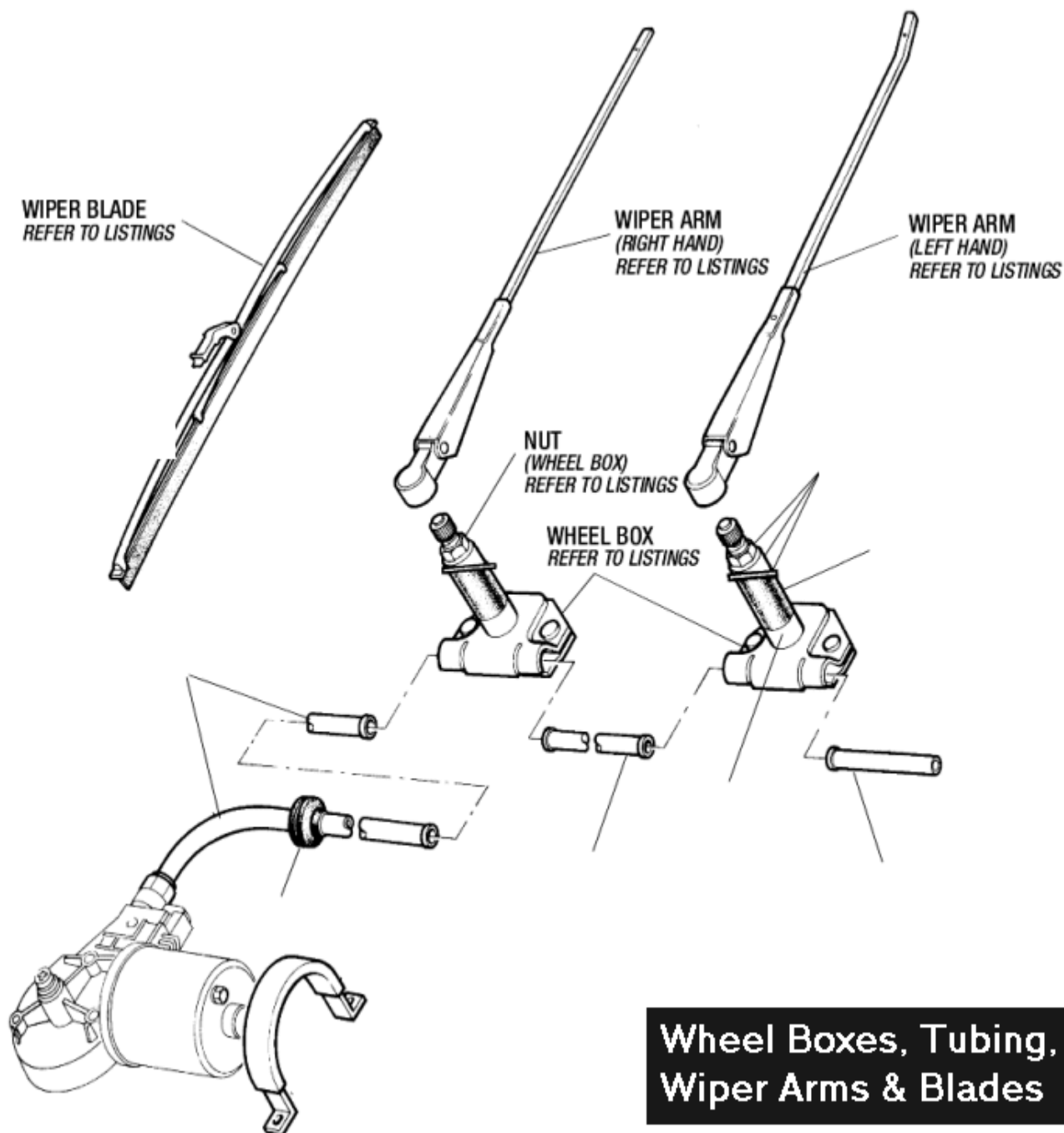
Another factor to keep in mind is the design of the blade holder. A blade holder needs to distribute the tension of the wiper arm evenly over the blade while also allowing the blade to flex as it follows the changing curvature of the glass. The better quality replacement blade holders typically have six to eight claws to spread the pressure of the wiper arm over the blade. More claws also increases flexibility so the blades don’t lose contact at the sides of the glass.

# REPAIRING WINDSCREEN WIPERS

## REPLACEMENT BLADES

You can usually replace wiper blades yourself, and can replace just the blade with a refill or the entire blade assembly. Refills will save you money. If you're installing a blade assembly, most come with some type of adapter to fit the arms on your vehicle. The old blades pull or push off the arm by pressing a release button or pin on the wiper holder.

If you are replacing the blade only with a refill, the old blade can be removed by squeezing the locking tags in at the end of the blade so it will slip out of the holder. Make sure the replacement blade is the same length and claw width as the original. A blade that is too long may create interference problems, while one that is too short may not fit the holder.



# REPAIRING WINDSCREEN WIPERS

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## Windshield Washers Don't Work

I am confused when it comes to diagnosing the inoperative windshield washers on my car, should I first be checking the pump in the engine compartment or the pump on the bottom of the tank?

My suggestion is to start on the main pump on the bottom of the reservoir tank. It's located on the firewall on the passenger side of a 2500. You'll be amazed at how much gunk is at the bottom of the tank. Another area to look for is the rubber hose at the top of the tank.

Once you have the tank off, remove the main pump from it and flush the tank thoroughly. Do a voltage measurement on the pump's terminal and check for proper operation. If all goes well and you still don't get action at the windshield nozzle, then move on to the secondary pump. You might as well replace all the plastic check valves located inside the hood if you haven't done so.

When you get to the windshield nozzle and found that it is clogged, don't try sticking in a pin to unclog it. You will damage it and distort the spray pattern. I would remove the nozzles from the hood and put it in boiling water for a few minutes.

Windshield washers do not work at all. No matter how long that you hold in the lever, not one drop will come out.

I checked the fluid, obviously. I also could hear the washer motor running when I activated it. So I figured the system was either plugged with debris, or one of the tubes were disconnected, severed, or kinked.

The main feeder tube runs from the reservoir tank, up into the plenum chamber behind the hood, through a channel on the underside of the chamber, and then connects to a T-nozzle. The T-nozzle, in turn, connects to each individual washer nozzle (the things protruding through the plenum chamber where the fluid is supposed to come out.) by means of two more tubes.

**Question:** Windshield washers don't work. Why?

**Answer:** The windshield wipers work fine, but the washers do not.

### The probable causes are:

1. The filter at the bottom of the fluid reservoir is clogged.
2. There is no washer fluid.
3. The washer pump motor is seized or burned out.
4. Fluid is leaking out of the hoses.
5. The spray nozzles or hoses are clogged.



Australia Day 2010 by Chris Sallmann

## Ignition Timing

After checking the ignition system, ensure the ignition timing is in accordance with the manufacturers' recommendations.

Two suitable methods are shown:

- a. Static Ignition Timing
- b. Stroboscopic Timing

### Static Ignition Timing

Rotate the engine until No. 1 piston is just before TDC on the compression stroke. At this point, the rotor arm should be pointing to the distributor cap segment connected to No. 1 spark plug. The contact breaker points should be just at the point of opening in the direction of rotation. This can be verified by connecting a voltmeter between the distributor LT terminal and a good earth. At the precise moment the contacts open, the voltmeter will register battery voltage. Should the ignition timing be incorrect, centralize the micrometer adjuster (if fitted), slacken the distributor clamp bolt and position the distributor to the point of contacts about to open and re-tighten clamp bolt.

It must be remembered an incorrect contact gap can affect ignition timing. The contacts must be set and maintained at 0.35-0.40 mm (.014"-.016").

The ignition timing is now set with sufficient accuracy to be able to start and run the engine. Final adjustment may be carried out using the stroboscopic timing light and micrometer adjustment.

### Stroboscopic Timing

Connect the strobe HT pick-up into No.1 plug lead and disconnect the distributor vacuum pipe. In the case of a separate strobe, battery supply will also be required.

Start and run the engine at the manufacturers' specified idling speed. Direct the strobe light on the timing marks and check the degrees of advance against the recommended figures.

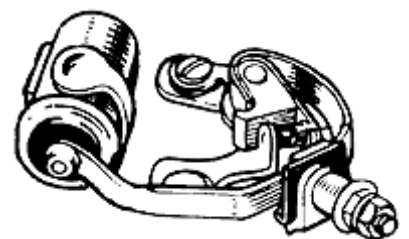
The strobe light can also be used to check that the centrifugal and vacuum advance mechanisms are operating, but in order to do this, the figures obtained must be compared to those specified to the particular vehicle.

### Fused Circuit Short

This is not uncommon- every time you put in a new fuse, it blows before you have a chance to figure out where the problem is... Next time, replace the fuse with an old turn signal flasher (one that works). Attach the two leads of the turn signal flasher to the contacts where the fuse normally sits; the flasher will click on and off, which gives you a chance to sort out the problem without going through a box of fuses or burning the harness.

### Distributor Breaker Points

Function: The function of the points is to make and break the electrical circuit to the coil. Each time the points open, the circuit is broken, causing the magnetic field around the ignition coil to collapse. When this field collapses, a high voltage spark is created that fires the spark plug. The points must open sufficiently to break the circuit and minimize arcing. The points must remain closed long enough for the magnetic field to regenerate before the next spark plug is fired. The distance the points open is called "gap", and the amount of time they remain closed is called "dwell". On a four-cylinder engine operating at 3,500 RPM, the points open and close 7,000 times per minute.



# ELECTRICAL SYSTEMS - IGNITION

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**Problem Areas:** Each time the points open, a very small amount of metal is transferred from one side of the points to the other. This transfer is uneven, and in effect closes the point gap. The second problem area is the fiber block that rides on the distributor cam and opens the points. This fiber block not only seats itself on newly installed points, but wears on points that have been in use for long periods of time. The combination of wear and metal transfer will eventually close the points completely, and the engine will no longer run.

**Symptoms:** As the gap begins to close beyond some rather broad limits, the engine will start to misfire under hard acceleration. As the gap closes even further, the engine will start to miss at normal road speeds. Further closing of the gap will result in an engine that is hard to start and impossible to make idle properly. These symptoms are very similar to those of fuel starvation caused by a faulty fuel pump, plugged fuel line or filter, or dirty carburetor.

**Conclusion:** Before taking the fuel pump apart or tearing into the carburetors - both messy jobs - check the point gap.

**Additional Information:** During the past summer, I assisted at least nine different owners that thought they had fuel starvation problems, when in reality they had points that had closed beyond their limits. It is a good idea to carry a spare set of points in the car, as a badly burned set of points are nearly impossible to set.

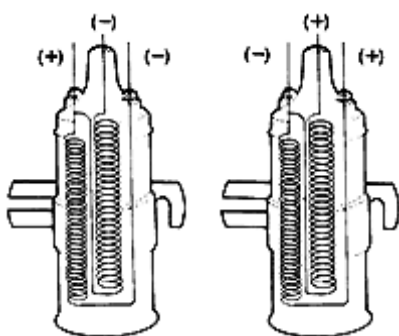
## Checking Your Distributor

Next time you pop the cap on your Lucas distributor, take a moment to put a few drops of oil on the screw under the rotor→ there are holes under the screw and the oil will lubricate the cam bearing. While you're at it, lubricate the advance mechanism and the breaker point pivot. Use light engine oil. If you are out of grease, a drop on the breaker cam lobes won't hurt.

## Coil Polarity

I was converting my older British car over from positive to negative ground when I came across the question of coil polarity. I discovered coil polarity is very much misunderstood. In researching it, I was very confused until I found out there are two definitions of coil polarity. I talked to three or four knowledgeable people on the subject and read several technical books and articles. Everything made sense in itself but didn't jive together until I found out they were talking apples and oranges.

Definition #1 Coil Polarity (In relation to battery)



The polarity of the coil should match that of the battery by connecting it so (+) goes to (+) and (-) connects to (-). But don't worry about which way you install the battery (positive or negative ground) or which way you install the coil (regardless of coil markings) it will automatically adjust itself. The coil will work efficiently and put out the same voltage either way it is hooked up, but the spark plugs are more sensitive when it comes to polarity, hence our second and more important definition.

Definition #2 Coil Polarity (In relation to spark plugs)

Coil polarity should be such so as to provide negative polarity to the spark plugs center electrode.

It has been found that it takes approximately 15% less voltage to form an arc at the plugs, if the hotter center electrode is negative, and the cooler (by comparison) ground electrode is positive. The center electrode is hotter since heat transfer from the tip must make its way through the porcelain insulator past the sealing gaskets to the shell block and then to the water jackets.

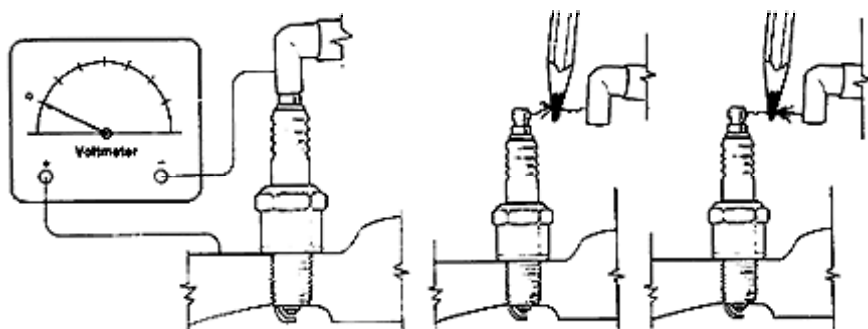
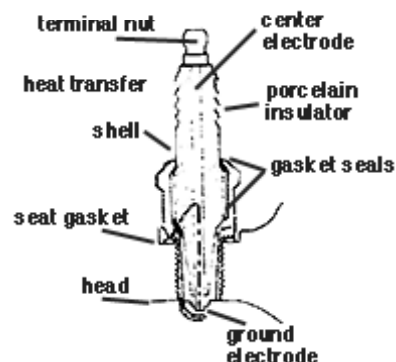
# ELECTRICAL SYSTEMS - IGNITION

If your center electrode is positive, your car will probably still run fine until, with its 15% handicap, it exceeds the coil output. If you live where temperatures dip down to 0° you may not get your car started. Driving with a full load and accelerating hard up a hill may cause an ignition miss. If your ignition system is well worn to where you have various voltage losses, you could get a miss.

Correct coil polarity won't eliminate these problems, just put them off by 15%.

If your coil has - & + markings by the primary terminals, you will be pretty safe by hooking it up by those marks, but test it for correct polarity anyway, using one of the tests listed further on. If your coil has CB & SW or BAT & DIST markings, there is no way of telling if the coil was marked in relation to a positive or negative ground car, and the only sure way to tell if the coil is installed right is to test it out.

You test for correct polarity by hooking up a voltmeter with the negative lead to the plug terminal (which should be of negative polarity) and the positive lead to the block (which should be of positive polarity). Set the meter on the highest volt range. These connections remain the same whether you have a positive ground or negative ground electrical system. The secondary winding's polarity which we are testing is determined by the combined hookup of the battery and primary windings, so it may or may not match the battery's ground.



Cranking the engine over (you don't have to start it) should show an upward swing of the voltmeter needle (don't be concerned with taking a reading). If the needle swings down off the scale, your coil is hooked up wrong. To correct, reverse coil primary leads. Do not worry about the coil markings (refer to definition #1).

If you don't have a voltmeter, test by removing a plug wire from a plug and hold a plain lead pencil point in the path of the arc. A flair (hard to see) towards the plug shows correct polarity while a flair towards the coil shows reversed polarity.

## Ground Straps

Engine ground straps are essential, as they provide the ground connection for the starter motor, which typically draws 200-300 amperes. Should a ground strap be badly frayed, corroded, or otherwise unable to support this current, the starter motor will not be able to function efficiently. In extreme cases, the current will be carried by whatever else is providing a current path between the body of the car and the engine - usually the choke cable, which will become red hot, and may even burn through.

<b>APPAREL</b>		<b>All clothing has Club Emblem</b>	<b>Price</b>
TCC01	White Tee Shirt	All sizes available	\$15.00
TCC02	Blue Polo Shirt	All sizes available	\$26.00
TCC03	Shower Jacket Hooded	All sizes available	\$33.00
TCC04	Reversable Sleeveless Vest	All sizes available	\$40.00
TCC05M	Mens Polo Shirt	All sizes available	\$33.00
TCC05W	Womens Polo Shirt	All sizes available	\$33.00
TCC06	Weatherproof Fleece Lined Jacket. Blue with Red trim	All sizes available	\$50.00
TCC11	Cotton Caps (page 29)	Blue with Suede Peak	\$12.00
TCC15	Scarves (page 29)	Blue Polar Fleece	\$15.00
<b>GIFTS</b>			
TCC20	Mugs - Now in Stock	Blue with Gold TCCV Logo	\$8.00
TCC21	Mugs - New Item	Blue and white (page 23)	\$8.00
TCC25	Stubby Holders	Blue with TCCV Logo	\$8.00
<b>BADGES</b>			
TCC40	Grille Badge	Metal badge with enamel Logo	\$20.00
TCC45	Lapel Badge	Small metal pin badge	\$5.00
TCC50	Cloth Badge	Blue and white, patch your jeans!!	\$5.00
TCC55	Windscreen Stickers	Adhesive backed TCCV Logo	\$2.00
TCC60	Name Badge (page 29)	White on Blue with Logo	\$10.00
<b>ACCESSORIES</b>			
TCC30	Umbrella (page 29)	With "hooked" handle and 2 Logo's	\$30.00
TCC35	Belt Buckle	Belt not supplied, (see below)	\$35.00
<b>POSTAGE and HANDLING</b>			
Postage and Handling (except Penrite Products)			\$10.00



**TCC35**



**COMING SOON:** In time for Winter, reversible sleeveless vests and new polo shirts for both Men and Ladies. Watch this space, pictures hopefully next month.

*Jeff Marshall*

## PENRITE Products at TCCV Prices

HPR 15	Semi Synthetic 15W-60	20 Litre Drum	\$100.00
HPR 30	Premium SAE 20W-60	20 Litre Drum	\$100.00
HPR 30	Premium SAE 20W-60	5 Litre Can	\$28.00
HPR 50	Extra High Viscosity 40-70	5 Litre Can	\$28.00
VALVESHEILD	Unleaded Fuel Additive	500 ml Bottle	\$14.00

***Full Range of PENRITE Products Available. All Prices on Request.***

Call Jeff Marshall 9876 5092 to order.

## Cars For Sale

### 1973 Stag - \$13,500 o.n.o.



The car is powered by a Rover 3.6 (SD1) with Holley 4 barrel carburetor mounted on an Offenhauser dual port inlet manifold, engineers certificate and all papers supplied. Mallard Blue duco. In the last 3,000 kilometers, this car has had the Auto Transmission re-built, new cam and followers, timing chain (this year) all four new shock absorbers, dash reskinned, dash woodwork replenished, Jet-Hot coated extractors, starter motor rebuilt, alternator rebuilt and updated to 55 Amps, power steering rack rebuilt, changed power steering pump, 14" electric fan, and much more, all receipts & history.

Soft top in great condition. Hard top in fair condition needs painting. VIN No LD24743BW, **STAGV8** not included, but can negotiate. Reg to May 2010, sold with RWC. New reg plate will be provided, buyer has this choice.

The body is in good shape but has a small rust spot forward of the rear RHS wheel arch and has the usual paint chips, the car runs great but could benefit with new paint in the next few years.

**Advert is also on <http://www.CarSales.com>**

Contact: Chris on 0438 007 021 [editor@tccv.net](mailto:editor@tccv.net)

### 1976 Triumph 2500TC

Automatic, Yellow/mustard colour with tan interior. Above average condition. One lady owner. Genuine 71,000 kms on speedo. Requires a battery.

Asking \$3000.00

Contact: Lyndon, 03 5248 2381,  
or email: [lyndon@fletcher.net.au](mailto:lyndon@fletcher.net.au).

### 1976 Dolomite Sprint

*Manual + OD. This car has been laid up undercover for approximately 12 years but is complete and in generally sound condition.*

*It would be easily roadworthy and registered or would make a great basis for a concourse vehicle.*

*The car gained second place in the TCCV concourse c. 1997 not long before it was stored.*

*Engine No. VA13274HEA. \$2400 as is.*

*Please phone Steve on 0400 082 834 for a full description.*

## Parts For Sale

### 1974 2500TC Body

Looking for a new home. No structural rust, but white paint in very poor condition. Call Bob and negotiate a very low price (03) 9589 4466.

### Stag Hard top

Top condition, clean, no rust, could do with new lining and a change of color as required. It will need rear glass seal.

No offer over \$1, refused

Contact: Chris, 0419 892 468.

### BW 65 Auto Transmission

Suit Borg Wagner 65 auto transmission "free to a good home". the only proviso is it needs to be picked up from Castlemaine Victoria, it came as a spare for my 2500s sedan. It would probably need flushing through. I do not know what condition the internals are in but the previous owner was more than a little fastidious about all things mechanical and had spares for everything!!  
Contact: Timothy Chapman on 0418-304-454 or email: [topcatchapman@gmail.com](mailto:topcatchapman@gmail.com)

# VANGUARD TRIUMPH WHOLESALERS P/L



43 Albert Hill Road, Lilydale 3140  
Ph: (03) 9735 1446, Fax: (03) 9735 4449



## January/February 2010 Summer Specials

Our major specials list is about to be posted to all customers. If you are not one of the 3,000 enthusiasts receiving it, let us know. You are missing out!

### One-off & hard to get items

<b>Triumph TR7 soft top &amp; all fittings – S/H</b>	<b>\$300</b>
Stag/TR6/2500 chrome boot rack – as new	\$140
Triumph TR7 locking petrol cap – used	\$49.90
Triumph TR7 early wide diameter petrol cap	\$59.90
Triumph TR7 late petrol cap – Unobtainable from UK	1 only \$79.90
NEW INTO STOCK Stag Female door trim plastic sockets	\$1ea
A-type overdrive mainshaft	Inquire by phone
1500 Spitfire mainshaft	Inquire by phone
1961 Atlas Major AE Hepolite 30 <sup>th</sup> oversize piston kit	\$240 set
Triumph 2000 MkII new factory interior sunvisors XKC440	\$89.90pr
Triumph Herald fiberglass dashboard with black finish	\$240
Sprint distributor w/electric ignition – no wear – can be converted	\$90
Triumph TR7 late L/H indicator stalk – S/H good condition	\$140
Triumph TR6 rear brake drums – new	\$80ea
Dolomite 1850 & Sprint factory fuel pump	\$140
Triumph TR2/3/4/5/6 full front wheel bearing set	\$110
Triumph 2500 “S” overdrive J-type tailshaft – S/H VGC	\$70
Triumph 2000/2500 spin-on oil filter adaptor – new	\$140
TR2/3/4/4A oil pump rotor kit	\$88
TR7 under bonnet metal plenum chamber – clip on, clip off S/H	\$150
<b>Spitfire 1500 choke cable with original square knob</b>	<b>\$44.90</b>

# MEMBER'S INFORMATION

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## New Members

No new members this month, at the time of going to press we have 137 financial members in TCCV.

Name	Suburb	Car(s)
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*Bob Ritchie* - Membership Secretary

## Collation Thanks

Collation of the August edition of the Triumph Trumpet was ably assisted by Doreen Hickey.

If you would like to help with collation, please let me know and I will ring you as a reminder a day or two before collation, which is usually on the Tuesday of the week prior to the monthly general meeting.

Members who come along to assist can earn Clubman points and get their magazines earlier than anyone else! Give me a call on 9735 1693 if you think you could help occasionally.

*Terry Hickey* - Collation Co-ordinator

## Magazine Contributions

I need your articles (with or without photos) of a TRiumphant nature, either personal or impersonal. Put pen to paper or finger to key and send your article(s) and photo(s) to the Editor now.

*Remember this is your chance to earn those valuable Club Points!*

Club points are awarded for magazine contributions. They are awarded on the basis of originality and effort, as well as help in Club activities.

*Chris Newell* - Editor

*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 any error or omission.*

## TCCV on the Internet



<http://www.tccv.net>

## Triumph's on the WWW

There are many interesting "Triumph" websites on the internet. This section will list the best of the Triumph and Motoring related websites, if you stumble across a good site not listed here, send me the link and I will put it in this section.

Georgia Triumph Association  
<http://www.gatriumph.com>

The Triumph Home Page  
[www.team.net/www/triumph](http://www.team.net/www/triumph)

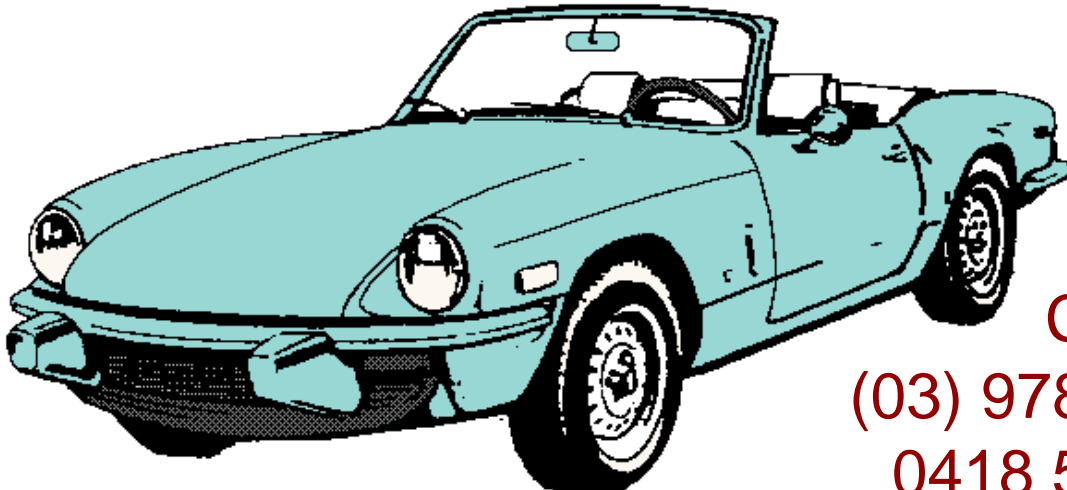
Austin Rover Online  
<http://www.aronline.co.uk>

The Home of all things Minty  
<http://www.mintylanb.co.uk/>

Jay Leno's Garage  
<http://www.jaylenosgarage.com>

*Chris Newell* - Editor

## FOR ALL YOUR SPITFIRE PARTS AND INFORMATION



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(03) 9787 8010  
0418 579 509

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**THE BEST KEPT SECRET FOR TRIUMPH ENTHUSIASTS**



### MEMBERSHIP INFORMATION

**CITY - \$50.00** which automatically includes voting membership for partner and non-voting membership for dependents.

**COUNTRY - \$45.00** for persons residing outside an 80km radius of the Melbourne GPO and includes voting membership for partner and non-voting membership for dependents.

The TCCV welcomes interested parties seeking membership to write to the Club or speak to Bob Ritchie, Membership Secretary, on 9589 4466, whereby more details and application forms can be obtained.

It should be noted that an initial joining fee of \$15.00 applies in addition to the annual membership fee.



### CURRENT ADVERTISING RATES

**FULL PAGE - \$130.00** per year

**HALF PAGE - \$65.00** per year

**TRIUMPH TRADING - \$10.00**

**ARTWORK - \$10.00** extra

The Triumph Car Club of Victoria appreciates the support of advertisers in this magazine.

It should be noted, however, that acceptance of an advertisement for publication does not necessarily imply endorsement by the Club of the advertised product or service.

# TCCV GENERAL COMMITTEE

**President - Roger McCowan**

0439 711 381  
president@tccv.net

**Vice President - Graeme Oxley**

0413 135 779  
vice-president@tccv.net

**Secretary - Position Vacant**

**Treasurer - Terry Roche**

(03) 9894 1210  
treasurer@tccv.net

**Committee - Peter Welten**

(03) 9737 1402  
0419 511 003  
events@tccv.net

**Committee - Chris Burgess**

(03) 9775 9920  
0428310355  
bigfatmeanbastard@hotmail.com

**Committee - Paul Best**

(03) 9898 5587  
0400 937 636

## Volunteer Positions

<b>AOMC Delegates</b>	Syd Gallagher	Tel: (03) 9772 6537
	Terry Hickey	Tel: (03) 9735 1693
<b>Book Librarian</b>	Paul Wallace	Tel: (03) 9432 9302
<b>Club Permit Secretary</b>	Syd Gallagher	Tel: (03) 9772 6537
<b>Club Regalia</b>	Jeff Marshall	Tel: (03) 9876 5092
<b>Collation Co-ordinator</b>	Terry Hickey	Tel: (03) 9735 1693
<b>Events Co-ordinator</b>	Peter Welten	Tel: (03) 9737 1402
<b>Membership Promotion</b>	John & Fay Seeley	Tel: (03) 9359 2415
	Ian Cameron	Tel: (03) 9749 1341
<b>Membership Secretary</b>	Bob Ritchie	Tel: (03) 9589 4466
<b>Media Liaison Officer</b>	Terry Hickey	Tel: (03) 9735 1693
<b>Public Officer</b>	Terry Roche	Tel: (03) 9894 1210
<b>Tool Librarian</b>	Paul Wallace	Tel: (03) 9432 9302

**Webmaster - Col Colson**

0417 394 302  
webmaster@tccv.net

**Editor - Chris Newell**

0438 007 021  
editor@tccv.net

Monthly General Meetings are held on the third Wednesday on each month except December.  
Venue: Koornang Uniting Church, 117 Murrumbeena Road, Murrumbeena, Vic Melways Ref: 69 A5

Triumph Car Club of Victoria Inc. on the internet: <http://www.tccv.net>