

November 2017

The Trumpet

The Triumph Car Club of Victoria Magazine



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Introduction



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

The Triumph Car Club of Victoria is a participating member of the Association of Motoring Clubs.

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Articles in the Triumph Trumpet may be quoted without permission, however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles should reach the editor by the end of the previous month.

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Graeme Oxley
Fay and John Seeley
Lionel Westley †

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Front Cover Photograph



On the cover this month and at left are photographs taken on the combined TCCV and TCC-ACT Cootamundra Event. The photographs are courtesy of Graeme Oxley and demonstrate that although we are a Car Club we are also a great Social Club due to the fellowship between our members and other motoring enthusiasts. Come along to club events and join in the fun.

Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
- B&W advertising - \$175 full page, \$100 half page
- All advertisers to provide advertisements (specifications can be supplied.)

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

Since returning from the USA with my son, it has been a mad rush to get this issue of the *Trumpet* to print but thanks to contributors there is enough content to hopefully give everyone a good read.

As well as attending the F1 race in Austin Texas we were able to visit the Peterson Museum in LA and sought out as many car yards and parts suppliers as we could find in California and Texas and concur with Chris in his article on LH to RH conversion that there still seems to be plenty of comparatively cheap TRs and Spitfires in very good condition in the US for under US\$10K. For some reason the Triumph brand has not seen the remarkable increase in collector car prices that other makes have experienced. I did not see any Mustangs, Camaros or other US brands for prices that were less than the same car can be purchased here in Australia. In fact most of the other European brands including MG, Austin Healy, Ferrari etc in LHD format were more expensive than the equivalent vehicle here in RHD. It seems that at the moment the Triumph brand simply does not have the same appeal as it does here and in the UK. Perhaps we should be pooling our resources and importing a shipload before the market catches up.

To top our trip off Dave hired a 2017 Corvette as our daily driver – an experience to say the least. The straight line speed was incredible and thankfully the remote key also lowered the top which made entry much easier. In all quite an experience but convinced me I never want to own one as the fibreglass finish and fit was atrocious.

Now back to the real world of restoring a Stag and hopefully getting time to enjoy some TCCV events.

Cheers

Roger



Upcoming Events!

November 2017

12th TCCV – Run to Daylesford and lunch at the Farmers' Arms Hotel. Details TBA.

15th TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm. (Final meeting for the year.)

December 2017

10th TCCV – Christmas Party. Venue: Lindsay & Anne Gibson's place in Shoreham. 12.00pm. Let Events Coordinator Peter Welten know if you are going (for catering purposes).

January 2018

1st TCCV – New Years Luncheon Run. Details TBA.

17th TCCV – Kick-off 2017: General Meeting.
FREE BBQ FOR MEMBERS. Arrive 7.00pm.
Bring chairs, tables, drinks. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

26th – Aussie Classic Car Show. Yarra Glen Racecourse. Other details TBA.

February 2018

4th TCCV – Monthly Breakfast. Venue TBA. 9am.

10th – Worldwide "Drive Your Triumph Day".
Celebrate Sir John Black's 123rd birthday on this day by driving your Triumph car and emailing an interesting photograph of the occasion to Rye Livingston and TCCV Webmaster using this [Drive Your Triumph Day](#) email link. See the [flyer](#).

21st TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

26th – All British & European Classic Showcase (Formerly RACV Classic Showcase). Yarra Glen Racecourse. Other details TBA.

March 2018

4th TCCV – Monthly Breakfast. Venue TBA. 9am.

10-12th TCCV – Tocomwal Weekend.
Organised by Ross Harvie as a replacement for the Apollo Bay Run held over recent years. As it is a Victorian long weekend, book into the Kingswood Motel (phone: 03 5874 2444) at Tocomwal ASAP to secure your accommodation. Notify Ross on mobile: 0458 567 776 or email: staaag66@gmail.com

21st TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

30-31st TCCV – Tasmania West Coast Tour.
(Continues to 9th April). Good Friday: Assemble in the car park at Station Pier, Port Melbourne 4.30pm for the "OFF". Return Monday 9th April. Click here for [ITINERARY](#).

April 2018

1st-9th TCCV – Tasmania West Coast Tour.
(Continued)

7th – Macedon Grand Tour. Holden will be the 2018 Featured Marque. Entries close on the 9th of March 2018. See <http://www.macedonrangesgrandtour.com.au/> for details.

18th TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

Refer the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with "TCCV".

Events Co-ordinator: Peter Welten M:
0409 511 002 or events@tccv.net or
peterwelten@optusnet.com.au

Smoke Signals from the President

Jan and I have returned home after a great trip, and I was very quick to wash and vacuum the TR6 and head off to Motorclassica. After sitting for six weeks, the car started easily but was a little lumpy on idle. A quick “blat” on the Eastern Freeway and it settled to be a happy engine once again.

I think that the number of cars on display at Motorclassica was down on previous years, and there were fewer visitors, but it was a great display and well worth attending. TCCV had a selection of cars on display, and a group of us relaxed in the near perfect weather and discussed most of the world’s problems. I doubt that we solved any though.

The TCCV/TCC-ACT gathering in Cootamundra was apparently a great success, and everybody returned home in good order and condition. A couple of cars misbehaved, but considering their age, overall reliability was excellent and everybody remained safe. Thanks Graeme Oxley and Tony Ockwell (TCC-ACT) for the hard work in organising this annual event.

We have a busy calendar of events over the next three months. I encourage you to check the website www.tccv.net, or ring Peter Welten or Graeme Oxley for more information. Our Christmas get together is once again to be held and Lindsay and Anne Gibson’s home at Shoreham, on Sunday 10th December 2017. The Gibsons have hosted us for some years now, and we are very grateful for their hospitality. There is plenty of room at their spacious property, so if you have not attended previously we would love to see you there. The club will be partly subsidising the meal cost.

Peter and Graeme will always welcome ideas for a club event. Perhaps you would like to organise one, with help of course if you need it.



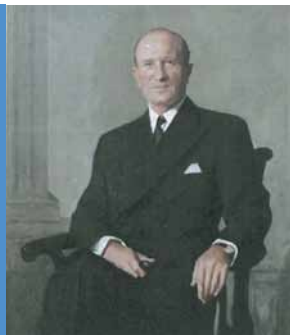
Terry

Drive Your Triumph Day – 10th February

Everyone across the country is encouraged to drive your Triumph on 10th February, birthday of Sir John Black who saved Triumph after the war and built the cars we enjoy today. Go for a drive anywhere, and snap a photo of your car and send it to me with your name and where you took the photo. Have fun with it.

Rye Livingston,

Activities Chairman, Triumph Travelers Sports Car Club,
driveyourtriumphday@gmail.com



Triumph's Sir John Black
10 Feb 1895 to 24 Dec
1965

Euroa Show 'n' Shine



1st October 2017

This was a real early rise as it was the first day of daylight saving and Richmond had won the Grand Final the day before. The alarm was set for 5 am (really 4 am). This year I was going up in Roverite Barry Hillsley's orange 1974 Rover P5B that still does not have a working heater.



The convoy meeting place was at the Avenel Caltex Truck Stop. The plan was to leave there at 8 am as Show n Shine organiser Tony Clota (TCCV) wanted the Triumphs parked by 8.30 am. Jenny & Nick Costalunga in their Stag, with Ray Pepper and mild mannered Stag owner John Smith were meeting us at the Servo for brekkie. Rod Flavel in his Spitfire was to meet us there but he sent me an SMS saying he had taken a wrong turn and was running late and would meet us at Euroa.



After the traditional Bacon and Egg Roll, washed down with a very hot chocolate, it was time to leave.

Couldn't believe it as we left the Hume to go to Euroa a little red Spitfire joined in, Rod had made it. John Goodman from Myrtleford was to meet us in Euroa. I got an SMS from his wife Kym, saying that her hubby was not pleased with her. She accidentally turned the sound off and put the clocks back instead of forward. John is seeking revenge.



This year we parked the Triumphs in Binney Street (Main Street). TCCV Member Tony Clota had organised for us to get the main street location. Good choice as we had tree cover and a mowed nature strip to put our chairs and table. I would like to thank Rod for wanting to help me do some judging. At 9 am we had a judging brief. Coffee, tea, cakes biscuits and eventually the brief. We had to judge the Best two Mustangs and the Bob Asquith trophy for the nicest car that you would like to take home. We had this done by 11.30 am



All judges got a free sit down lunch, coffee or tea and cold drinks. Chicken, ham with pineapple and salads were extremely nice. We both had seconds and Rod wants to judge again next year. The ladies do a fantastic job with the catering. By the time we finished lunch, more Triumphs had arrived. Spiro Ellul and his 2 boys in the fuel injected, supercharged black Stag arrived. Also the magenta Stag of Des Fullard turned up with his son and family on board. This



Euroa Show 'n' Shine

Stag is now for sale. On the walk around we ran into Bob White in his MX(Stag)5 from Deniliquin and Eddie and June had June's Viva there. There were quite a few Triumphs parked here and there but I did not know who owned these cars. The owner of a TR4A won the trophy for the best Triumph.

There were lots of questions from the public about our cars. John Smith did a top job in talking to the public. It was a very relaxing and enjoyable day. The variety of cars is terrific and it does take a long time to view the whole lot. At 2.30 pm it was decided to head back home. Nick and Jenny let the way home followed by John and Ray with Barry and I in the Rover. Rod decided to go back the way he had come as he said that he had found a real driver's road. He has set out a challenge that his Spitfire would be quicker over this section of road than a Stag. That is a challenge!

All up it was a very enjoyable long day. I would like to see more representation from the TCCV next year. There is a trophy for the Best Triumph.

Graeme Oxley



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Cootamundra Rally

5th – 9th October 2017

This year's event was held in Cootamundra. The TCCV guys had an adventure just getting to Cootamundra. Anthony Ockwell from ACT Triumph was given the job of organising this year's event. It was his first time. Job well done Anthony.

For Annette and I, we had a sensible time of 8.30am to leave and meet up with the convoy at the Avenel Caltex Truck Service Centre at 10am.

We left there on time and drove to Wangaratta where we were to park in Apex Park. Penny Hargave and James Vincent from the Wangaratta Council had organised an area of Apex Park to be closed off especially for us to park the cars whilst we had lunch at Martini's Café. This was a very good service from the Wangaratta Council. Penny had also organised the Tourist Information Centre to set up a stand of brochures with things to do in Wangaratta, a nice touch. Mark from the Martini Cafe had organised a guy to watch over the cars whilst we ate their delicious wood fired pizzas. As we headed off to lunch I had misplaced the keys to the Stag. They were safely locked in the Stag boot. Rang the RACV and it was going to be a 2 hour wait. Luckily Laurie Grogan had been working on his Stag boot lock and he tackled getting into ours and within minutes the boot opened and the keys were safely there where I last left them. It was off to lunch. Everyone enjoyed the lunch at Martinis café. Fraser and Robyn stopped there again on their way back.

After lunch we headed off to afternoon tea at Chiltern. Laurie's niece owns the local pub. Drinks were on Laurie. Before that, Club Member Greg Oates from Huon Creek organised a visit to a guy's property 50 metres from the pub. There was quite a selection of cars and one BSA motorcycle. A very original green manual overdrive MK 1 Triumph 2000 was for sale. See photobucket for photos. Some of us had a coffee/hot chocolate at the bakery next to the pub. We soon hit the road again and took the scenic drive to Barnawartha and onto the Hume and to the Best Western in Albury for our overnight stay.



At 6.15pm we walked to the Commercial Club for their enormous smorgasbord meal (they even had bread and butter pudding). Here we met up with Members from the Wodonga Heritage Car Club. A well-earned sleep was enjoyed. It was back on the road at 9am and we were off to Wagga up

Cootamundra Rally



the Olympic Way. We had an organised toilet stop at Henty park, where there is a Museum that houses the Headlie Taylor Header, bit of interesting history. Eventually we reached the lunch stop at Uranquinty, lunch was at the Bakery where, especially for us, they had cooked some steak and kidney pies. The group from Deniliquin, Griffith and Tocumwal had already arrived. By the time I got into the bakery all the steak and kidney pies had gone!!

Here we met up with local identity Mark Hillis (Java Green Stag) and Wagga Lord Mayor Greg Conkey AOM. After lunch Greg drove Mark's Stag into Wagga, up Baylis Street and to our carpark at the Playhouse Theatre. Karly Pieper from the Wagga Council ensured that I had all the paperwork done properly. Thanks Karly. The Wagga Council even had on their events pages on their web site that The Triumph Car Club was visiting. Part of our stop over was to give some special needs people a ride in our cars. Sarah Manley from the Leisure Company organised people for the rides. This was very successful and even had TV and Press coverage. The Special Needs people thoroughly enjoyed their rides. This would help brighten up their day as a lot of people never get the opportunity to ride in an open top car. The only negative at Wagga was that Noel and Barbara Warden snapped a steering arm on their Spitfire. That was the end of the road for the Spitfire. The Spitty went home on the back of a truck and Ray and Barbara journeyed on in a Renault Koleos, least they could listen to the radio. Refer to the links below (thanks to Cheryl Mayberry and John Powell) for the coverage of the day at Wagga.

<http://www.dailyadvertiser.com.au/story/4971350/triumph-cars-rolls-into-wagga-for-leisure-company-photos-videos/>

<http://www.dailyadvertiser.com.au/story/4970432/triumphs-wagga-charity-ride-today/#slide=8>

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Before leaving Wagga it was decided by all to go via the Liquorice Factory at Juneë. Good choice, most of us ended up with some really nice liquorice. We last visited this factory in 2011 on the combined event at Juneë. That night we all had an evening meal at the Cootamundra Country Club. It was nice to reach Cootamundra, have a meal and a good night's sleep.

Cootamundra Rally

It was a very early rise as Tony wanted us on the road to Cowra by 8 am, as it was a 2-hour drive. Brekkie was in the Welten's room. There was a lot of cars in the convoy so when we arrived at Cowra we pulled over and waited until everyone arrived. Soon we were back on the road and into the Cowra Japanese Garden's Car Park. Here we had a bit of military drill.



So we could get accurate numbers to pay the entry fee I asked everyone to form up in a line in pairs. They were absolutely hopeless but we got the numbering done. I am not into gardening but these gardens are absolutely fabulous. If you have not been there take the time to visit. At midday we had to get back into the cars and head off to the Cowra Railway Station for lunch. The Station had been restored and is now the Cowra Classic Car Club rooms. They cooked us a very nice BBQ lunch and prepared the platform with tables and chairs. The ladies toilet was very flash with a lounge and mirror set.



We then got back into convoy mode and headed off to the landra Castle which is huge. Once we parked the cars the owner gave a talk on the Castle's history, I think there were 18 bedrooms and an enormous horse stables out the back. In our own time some of us headed into Young to find a coffee shop, none were open so we ended up at Maccas for coffee/hot chocolate.



The Rally dinner was held at the Country Club which was walking distance to our rooms. Those who stayed at the Southern Comfort Motel had a bus ride. Dinner was alternate serves and once again very nice as was the Guinness. Soon it was time for the speeches and presentations of trophies. Anthony Ockwell got the inaugural Brian Tink Award. John Smith was presented with a Stag head and horns for his efforts in making a DVD for the 2014, 2016 & 2017 events. John was last seen with the trophy planted on top of his head. Then it was onto the raffles. Eddie Madden has now taken over from Louise as winning the most prizes. Laurie Grogan



Cootamundra Rally



won the last prize, tried to do a cart wheel and fell awkwardly. I think it had something to do with a bad batch of wine. Annette gave him the bottle of wine that she won for his efforts in trying to complete a cartwheel. Sure was funny.

Brekkie on Sunday morning was once again in the Welten's room. It had rained very heavily overnight, it certainly tested the cars with soft tops. It was a more realistic time of 10am and we were back on the road to Jugiong via Pinkerton and Cillinga for lunch at the refurbished Sir George Pub at Jugiong. For a pub lunch this was one to die for, well chosen menu by our organiser Tony. In our own time we headed back to Cootamundra, quite a few of us visited the Don Bradman Museum which is where he was born, as it was a hospital back then. We wanted to do the Captains Walk but it was raining too heavily, but we did find it. So back to the Motel and prepare ourselves for the Farewell BBQ. It was still raining but the ACT President, Daryl Mouser, Rick Wade and Chris Doble, made raincoats out of garbage bags and his helpers cooked in the rain. It also rained last year and Peter Welten and Shane (Gordon Ramsey) Houghton did the cooking at the Lakes Entrance RSL entertainment area.

On Monday morning the farewells were said and we were off in convoy back to Melbourne via Gundagai and the Dog on the Tucker Box. Just before the turn off onto the Hume Highway a female wallaby decided to jump in front of Neil and Helen Robinson's 2500TC. The wallaby survived to go wandering once more. A stop at Gundagai for a healthy brekkie at Olivers, photos taken at the Big Koala and it was back on the road.

A top up with fuel at Glenrowan and a quick bite to eat and it was homeward bound. All up it was once again a very good rally. We visited some very interesting places and ate some delicious food. It was nice to catch up with our ACT friends and also the ones from Griffith, Deniliquin, Tocumwal, Cobram and Albury/Wodonga. Anthony Ockwell did a very good job for his first time organising this event. It was nice to see Jan Tink enjoying herself.

Next year's event is being held at Ballarat. Neil and Helen Robinson are helping with the drives and activities. Book into the Red Lion (03 5331 3955) as 46 rooms have been booked there just for the Triumph Car Club. Dates are 11th – 15th October 2018.

Graeme Oxley



Motorclassica 2017

15 October 2017

It doesn't seem like it has been 12 months since the 2016 Motorclassica. The TCCV was only allowed to have 10 cars in the Club Sandwich display this year, not enough to put on a varied display of Triumph vehicles. I would like to thank the 10 Members that displayed their Triumphs. It was an early rise for me as Luke Wretham was unable to take his MK1 2000 to the show. The alarm went off at 5.15 am to get drinks, hot water etc packed, Jeff Garfield picked me up at 6.15 am and it was off to Luke's house. It was nice that Luke trusted me with his "EMA".

Luke's MK1 was out the front and ready to go, a MK1 with power steering and a manual OD box is nice to drive. When Jeff and I arrived at the Exhibition Building at 7.30 am there was not a Triumph in sight. The TCCV was to enter the grounds at 7.35 am. The confusion was that the TSOA was to go in at 7.10 am. Then the Mustangs followed by the TCCV. The marshal had no instructions. The TSOA could only muster two Triumphs, a white TR6 and Stuie Price's yellow Stag. The marshal came running down and said to us that we were late and let us in. We were actually 5 minutes early.



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Motorclassica 2017

Once we had the cars lined up and the TCCV tear drop flags erected it was time for a free cuppa then a look around. Mal and Suzanne set their picnic table up with table cloth and enjoyed the ambience of the day with a glass of wine. Sunday is the day that most Car Clubs like to display their cars as this is the busiest public day. The displays this year from the Car Clubs was excellent. There was a huge display of Ferraris as it was their 70th anniversary. I believe there was also a big display of Ferraris in Lygon Street Carlton. Porsche had quite a few cars in front of the TCCV cars. Mustangs also had a variety of older and the new Mustangs on display. Mercs were in front of us with a very good display of older models. As in the past, Lorbeks had a nice display of used luxury cars.

The disappointment came once you entered the main building. There was nothing really exciting in there. The highlight was the green Jaguar D Type that failed to sell at the asking price of \$7M. I believe it reached and passed in at around \$6M. There was an early Mini Cooper S that sold for \$91,650. On the display board it was thought it would sell between \$30,000 to \$40,000. Good to see the prices of Classic Cars going sky high. Recently in Victoria a Java green Manual/OD Stag sold for \$43,000. I got to drive this car in Wagga on the Cootamundra trip. I thought it was good value and it did drive very nicely. I did not see any cars from overseas on display in the main building.

There was a huge display of older Holdens and the very new Holden Commodore ZB from Germany. Nice looking car,V6, AWD and lift back. A very good size car. Unfortunately there is no V8 option. Lancia had another big Club display.

The mezzanine floor is generally packed with trade displays, not so this year. There was lots of empty space. It is obvious that the cost for the trade display is too high. Last year I spoke to one of the display guys and he said that 2016 was his last year as it was not economically viable.

Saturday:

- » Best Club Display - The Studebaker Car Club of Australia
- » Best Presented Car - Alfa Romeo 2600 Sprint, Owner: Mr Victor Vallese

Sunday:

- » Best Club Display - Fiat Car Club of Victoria
- » Best Presented Car - Singer 3 door Junior Tourer, Owner: Mr Thys Stryker

Overall it was a good day, but not very exciting. Hope they get their act together next year.

Graeme



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TSOA National Concours

On Sunday 22 Oct the TSOA National Event Concours was held in Apex Park at Wangaratta, some members from The TCCV Car crashed their event. TCCV cars added 5 cars to their 43 Triumphs. Ryan and Alison (Stag), John & Rosalie (TR4A), John Powell (Stag) with his mate Roger Pern from Cobram, John Goodman (Spitfire) and Annette & I. Annette and I got up at a ridiculous hour and were heading North at 6 am, I was reminded of the 5am start a few times on the way up. Never again – until next time.

Ryan and Alison Pillay in their Orca Yellow Stag followed us up. It was too cold to have the roof down. As we got into Wangaratta just after 9.30 am we pulled over and the soft top went down, couldn't turn up with the roof up! By now the sun was up and it was turning into a pleasant Sunday morning.

In my mind the best Triumph there was the red GT6 with chrome wires and a 2.7 litre Fuel injected engine from QLD. Damn nice car. The GT6 has always been one of my favourite Triumphs, if only I could fit in one.

Last time I went to Wangaratta I locked the keys in the boot, this time the locking rod came out of the mechanism and the boot wouldn't open. Remembering how Laurie Grogan got into the locked boot last time I tackled the process. I didn't have any tools as they were locked safely in the boot. Local Identity Glen Taylor on one of those Gofors on four wheels had some tools and in a short time the boot popped open. This will not happen again. Glen was very helpful and later he turned up to show us his diesel Mazda 3 which is the only one in Australia.

The TCCV members then had lunch at our favourite Martini Café in Murphy Street. Mark looked after us and put us on the

balcony. Their seafood pizza is simply the best.

Thank goodness it is a country town and no shops were open – I saved some money there. No retail therapy for the ladies so it was back to Apex Park and look over the cars once again. There was a Ford Anglia from WA with Triumph badges, Ross Pollock with his Targa Tassie Stag from WA. There were some very nice Triumphs on display. The TR8 featured with quite a few examples. A couple of very nice saloons and a lonely Sprint. I think that the Stag had the biggest numbers.

Around 2.15 pm we headed off for the drive back home, the weather was terrific so we kept the roof down until Euroa as rain threatened. We stopped at the Shell Service Centre had a hot drink, put the roof up and all signs of rain disappeared! We arrived safely home at 5:30pm in time to watch the last 22 laps of the V8s in Surfers Paradise.

All up it was a long day but very satisfying. We saw some very nice Triumphs from interstate. It will be a number of years before this event returns to Victoria. It is well worth the visit.

Graeme



Studebaker Concours

Geelong 28 October 2017

The Studebaker Car Club of Australia hosted the Studebaker and Packard Display at the Eastern Beach Reserve in Geelong. It was the Victorian Clubs' 50th Anniversary Year.

One of the guys at work Johann de Alwis has a 1964 289 V8 Studebaker Hawk (Reg No HAWKV-8) and he invited me to display our Stag in the Guest area. Roverite Barry Hillsley came with me. We went the back way via Little River, the You Yangs and the back of Lara, no traffic lights or speed cameras, a really nice country drive. We arrived at the display area at 9.30 am, the park was fairly packed with Studebakers. Packards were invited as once they were a joint venture. All up 85 cars were on display of which 28 cars entered the Concour. Outright winner was Ian MacKellar in his 1963 Supercharged Avanti, which was very impressive. Some had travelled from Newcastle and overall the cars on display were of a high standard. Our Stag got lots of favourable comments and lots of photos were taken. One guy asked me if I was lost, he couldn't understand why a British car was on display. He must have been a Geelong Cats supporter.

The Lions Club sold sausages and burgers and ran out of burgers twice. There was a guy selling coffee etc. and a homemade Studebaker ute played music from the era of the vehicles. All up it was a very impressive display of American iron and lots of chrome. For those who are a fan of the movie "Grease" there were three Studebaker models similar to the one that the "Pink Ladies" drove.

The weather was very kind and we headed home around 1.30pm. Before heading home I checked out my directions from the BP Servo on the Geelong Bypass to the Barwon Heads road for our "Drive Your Triumph Day"

on the 10th February 2018 to celebrate Sir John Black's birthday – 10 Feb 1895. All was *purrfect*. This idea came from The Triumph Travelers Sports Car Club in Northern California.

Graeme Oxley



More photos on Photobucket.

Conversion: TR LH - RH

As home grown TRs are becoming harder and harder to find its worth considering left to right hand conversion. It is also noticeable, the rise in left hand drive cars being sold here but I guess many of us may be put off by the terror of conversion. My TR6 came from the US, through a bloke who specialised in importing muscle cars and pick-ups, he came across a near perfect TR and I managed to get it for \$8k landed here. Pill's words were: "it was too good to pass up", so I took his word.

The car came here via South Australia in a container of nine cars; I had it sent straight to the Healey Factory. Less than \$2k later I was driving a road worthy TR6 for less than \$10k, albeit in Left Hand Drive. I drove it for two years this way, however commonsense got the better of me.

TRs are very simple to convert, they leave the factory set up for either drive. The following is a list of what you require.

Metal dash back, [although you can cut and reweld this as the three elements are inter changeable] Pedal box, [once again this can be cut and welded, but I would not recommend this]. The pedals are directional and hang either left or right out of the top frame.

The new parts are: the timber dash, [I made mine, cost me \$35] correct right hand steering rack, longer speedo and associated cables. Dash grab handles and maybe a glove box liner. The windscreen wipers do not have to be changed over although this is a good move. It is also sensible to change the head-lights as the high beam dips the wrong way, many miss this. To change the windscreen wipers you need a pair of arms, and an internal fitting for the motor arm. Some owners simply change the existing one by slotting it in upside down, I got a new one with lovely fresh teeth on the spline. Rimmers will supply the entire conversion kit boxed and ready to go, at the time around \$1350.

Nothing else is needed, there is no structural work or welding so in reality no engineering certificate is necessary. For peace of mind by all means get one, however the roadworthy is straightforward, as elements are inspected as usual. Holes are drilled in the fire wall for the steering column, brake and clutch masters, in my car the cables went through holes in situ, the dash brace and steering column supports just fit back into place.

The electrics are fun, centre instruments go straight back, but the speedo and tachometer have to be relocated as with the ignition. The best way around this is to get an auto electrician on board, as there is some fun with the indicators, lights and OD in the TR6, as these are on the steering column. If it's an older car the ignition is in the central switch plinth so there is no drama.

I elected to have the Healey Factory do the hard yards as they have done dozens, and specialist electrician came on site to do the wiring using the existing loom. I purchased the fittings the wiper components and made the dash. I had the steering wheel repainted as my car actually had a black one originally [most unusual]. Once the rack was in I remembered to get an earth wire for the horn which we had all overlooked and I say we, because this project was a team



Conversion: TR LH – RH

effort. The HF are quite happy to do projects in bits and have no issue with owners either specifying who does what or taking the car away and completing fit offs etc.

The dash fitted perfectly. If you are making one make sure you bevel the external edges as the timber dash is pulled onto the dash top and grab rails by the front fixing screws, fit the latter first. The dash is easy, just use the old one as a template. Always remember to coat the back of the timber dash and go all around the penetrations including screw holes as this is where condensation gets in and you end up with splitting. Unlike the off the shelf dashes at \$800+ mine is not a stuck on veneer. Why, well I did not want a walnut one. The original dashes are cheap ply with no knot holes or swirls. Mine is heat treated water proof ply, so delamination should be unheard of. I used a red satin and a flat finish which is more traditional and does not reflect light.

Here is some trivia, the external dimensions of the timber dash are the same for the TR4 [A], and TR6. Instruments vary, air vents, and some switches.

Re fitting the heater was fun, the unit went back into the existing position, however the air vent hoses became jammed behind the glove box enclosure (cubie). Now you might ask how this happens as both sides of the car are symmetrical -ha -ha -ha! So you think, easy put the duct pipe in first and then the glove box cubie - nuh, the only way to get the cubie into place is to shove it into the foot well and rotate it 90 degrees. This would be one of the worst jobs I have ever done and on the face of it, it should be a soda. The duct pipe will fit eventually; you may notice a circular cut out in the metal brace that runs from the dash just under the grab rail back to the fire wall. Yet typical Triumph it won't fit; poor design- well just cut a hole in it.

This is just a story, the intention is to suggest conversion is not daunting I was able to get a fixed price for the work before the Healy Factory started, I had the parts and the entire job cost me about \$4,600 to day this will be more I assume, but still worth thinking about as good TR6 s are now around the \$40k mark.

At this point the Pi mob will all be jumping up and down saying what about the Hp of the injected cars, so what! I watched a hill climb with both cars on the road, sure the Pi pulled away but only just. Under load there is marginal difference, a Toyota Yaris would dust up both so why sweat over it. Ten years ago I spent \$130 on an inline electric fuel pump and \$80 on a carbie re build kit, I've never touched either since, tell that to the chaps with metering units pumps injectors and invisible gremlins,

If you want a converted TR [provided it's done properly of course] there is nothing other than stigma that will make it unsafe, less driveable or reduce your enjoyment.

The bottom line, carbie TR6 cars cost between \$5and \$8k less than the PIs so even if importation and conversion worries you, consider a US car, most are rust free and come with Over-drive. My experience has been fabulous, yes the car has been totally re-built and notwithstanding the paint job which was a favour the cost and experience has made it all worthwhile.

Chris Sallmann

For more details and photographs on Chris's conversion visit his article on the TCCV website

Members' Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 20).

New Members

We welcomed one new member in October Bob Miller who owns a 1968 Green TR6.

Club membership

The committee are currently ringing all non-financial members to determine their intentions as the three-month grace period on renewal has expired.

Please contact me should you have any queries regarding your membership or renewal subscription.

A reminder that Club permit registration is not valid unless you are a financial member.

Neil Robinson

Membership Secretary

Triumphs on the Web

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

Georgia Triumph Association

www.gatriumph.com

Note TCCV members ONLY have privileged access to the GTA magazine via www.gatriumph.com/newsletter.htm

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.trregister.co.nz/

The Dolomite Homepage

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

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

www.tccv.net

Event Photos

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

Information about PhotoBucket is available in the 'Photo Gallery' section of the website. Email Photomaster at photos@tccv.net if you have any queries with the process.

Past copies of Trumpet are available in the Members' section of the Club website www.tccv.net. The webmaster can provide the necessary password to access this reserved area.

TCCV Membership Information

Annual membership is
\$60 (City) \$55 (Country – outside 80km radius of Melbourne GPO).

A \$5 membership fee discount is applied for ALL members who elect *eTrumpet* in a preference to a hard copy of the club magazine. Additional membership information, including an application form, can be downloaded from the club website.

Club Contacts

Committee

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Committee Member	Shane Houghton	committee1@tccv.net	M: 0412 364 925
Committee Member	Brian Churchill	committee2@tccv.net	M: 0488 168 246

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	Nick Skinner		M: 0419 322 441
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	Denise McGuire		M: 0438 231 207
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Car Captains

Refer our website for Club Captain contact details

TR2, TR3, TR3A	Keith Brown	TR4 & 5	Chris Sallmann
TR6	Terry Roche, Chris Sallmann	TR7	Fay and John Seeley
Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
Stag	Graeme Oxley, Jim Ostergaard	GT6/ Herald/Vitesse	David Glenney, Alan Andrews
Mayflower	Roger McCowan	2000 & 2500 Saloon	Chris Burgess, Lindsay Gibson

Collation

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 0407 885 983 if you think you could help occasionally.

Ann Welten – Collation Co-Ordinator



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Monthly General Meetings

General Meetings are held monthly on the third Wednesday of the month, except for the month of December and the month in which an AGM is held. The standard agenda for the General Meetings is:

- Welcome address
- Apologies, Minutes & Secretary's Report
- Editor's Report
- Membership Secretary's Report
- Triumph Trading Report
- Any other business
- Guest Speaker / Special Presentations
- Treasurer's Report
- Event Co-ordinator's Report
- Library, Tools & Regalia Report
- AOMC Report

The order of the agenda is subject to alteration on the night by the chairman. Extra agenda items should be notified to the attention of the Secretary via email to secretary@tccv.net

The minutes of monthly general meetings are available for reference in the Members Only section of the website. A few hard copies of the prior month's minutes will be available at each monthly meeting for reference. Please email any feedback to the Secretary at secretary@tccv.net.



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