

December 2017

The Trumpet

The Triumph Car Club of Victoria Magazine



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Introduction



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The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

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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Front Cover Photograph

The cover this month features Spiro Agius's 1971 TR6 PI. Read more about Spiro's passion for Triumphs in his member profile in this issue.



Current Advertising Rates - (11 issues published annually.)

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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.

It is hard to believe another year is drawing to a close. Reflecting on our activities for the year we are certainly a very active club with lots of events thanks to Peter Welten and all his assistants. Many of you will not see the various club newsletters from other clubs but in comparison the variety and number of activities held by the TCCV certainly put us in the forefront of being a very sociable and energetic club.

Between printers and Australia Post it has been a challenging year trying to deliver a *Trumpet* magazine prior to the monthly meeting. Investigations are underway to achieve our goal and hopefully in the first quarter of 2018 this will happen. There is no *Trumpet* produced in January so our next issue will be in February 2018.

Personally our year has been one of change, Roger retiring, travelling twice overseas and then being busier than ever preparing a racecar for our son David. All that work was rewarded when Dave won the Masters Cup at the inaugural Newcastle Supercars event. Now Linda's Stag may get some attention so we can attend events in it rather than a modern car.

We will not be able to attend the TCCV Christmas Event as we are going to Tasmania for a wedding however we wish everyone a Happy Christmas and a very successful 2018. We hope to see as many as possible at the New Year's Day lunch at the Paradise Hotel.



Season's greetings

Linda
✧
Roger



Regrettably, many of the photos submitted for this edition were of low quality, which is the reason for their small size.

Upcoming Events!

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. See details in "Smoke Signals", page 6.

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 the [Drive Your Triumph Day](#) email link.

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.

29th TCCV – Show & Shine. Caribbean Gardens in conjunction with the All British Motor Show. Other details TBA.

May 2018

6th TCCV – Monthly Breakfast. Venue TBA. 9am.

16th 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

This year seems to have flown. Christmas is almost upon us again! Spring weather has been kind to us, although perhaps a little too hot at times, and there have been plenty of opportunities to give our Triumphs a run.

Jan and I thoroughly enjoyed the recent run to Daylesford, organised by Allison and Ryan Pillay. We are always looking for ideas for a half day or day trip, so if you have been on a trip that you think members would enjoy, please consider organising it. Graeme Oxley and Peter Welten will be happy to provide some guidance if required.

What work have you done to your Triumph recently? This is a good time of the year to tackle some of the smaller maintenance or refurbishment jobs you have been putting off for a while. I have had an annoying minor leak from the overdrive sump for a while now. I have finally bitten the bullet and purchased a new gasket, and the sump will be resealed after I finish writing this note. I have also purchased a new earth lead for the battery to chassis/engine connection, as the existing lead must be the original one and looks really old. I am guessing that it can't be fully efficient, and as most of my critical wiring links have been upgraded, with a few relays installed for good measure, I figured that a new earth lead was wise.



I recently installed a new clutch hydraulic system. The old slave cylinder leaked a bit, despite having new seals last year. At the same time I swapped the old 0.7" diameter master cylinder for a 0.75" one. This eliminated the little bit of typical TR6 clutch drag I was experiencing. I had previously replaced both clevis pins and eliminated free play, but I had to push the pedal to the floor to ensure a clean gear change. Changing the master cylinder has made a significant improvement. There is an inherent weakness in the design of the TR6 clutch mechanism. This change will buy me some time until I have to drop the gearbox to replace the clutch plate, at which time I will permanently fix the problem that is inside the bell housing. Ring me if you want more information on this.

Two jobs I have to do before the Tasmanian trip is to change the brake fluid and flush the cooling system. These jobs are often put off, but neglect can lead to expensive and inconvenient problems. Our daily driver cars usually have fluid changes every two years, yet we often forget this maintenance item on our older cars.

What have you been doing to your Triumph recently? "The Trumpet" editor Roger Makin is always looking for interesting articles to do with refurbishing or maintaining our cars.

Our Christmas party will once again be held at Anne and Lindsay Gibson's home in Shoreham. Caterers have been arranged and the Club will be subsidizing the cost of the lunch. There will be a raffle with a surprise hamper as the main prize. OK, perhaps not a surprise, but with plenty of Christmas goodies. Please let Peter Welten know if you are intending to be there, for catering purposes.

Continued on page 6

Stags for Melbourne Cup Parade

6th November 2017

Once again for the third year in a row the Triumph Stag was chosen by Peter Jones Entertainment as the vehicle to transport Jockeys, Trainers and Emirate Flight Attendants in the Monday Parade from Bourke Street Mall to Federation Square. It has been my position to organise up to 30 Stags for the Melbourne Cup Parades for the last three years.

For most Stag owners the weekend was used to prepare the Stags for the parade. Ross and Lyn Harvie were travelling down from Griffith on the Saturday when one hundred kilometres from Melbourne the unexpected happened and his Stag did a head gasket and that was the end of any idea of taking part in the parade. His mate, John Mayberry from Griffith, had a tandem trailer and came to his rescue. This meant I had to find another Stag as a replacement.

On the Sunday morning I spent two hours on the phone trying to get a replacement Stag and Warwick Eaton from Winchelsea area agreed to take Ross's place. Then another disaster happened and the horse Who Shot the Barman was scratched. This meant I had too many Stags and Chris Maddox was to be the Reserve Stag. I really felt for Chris.

The rest of Sunday afternoon was allocated for getting our Stag ready, after four hours it was finished and looked great. It does take some time to prepare a car for the Cup Parade. An early night was on the cards and the alarm was set for 6.30 am, this year Annette was coming along to see what is involved in taking part in the Cup Parade.

At 8.30 am we headed off to the Queen Vic Markets where the Stags were to be prepared with the names and horse names of those that were assigned to ride in the cars. As the cars arrived they were allocated a number. Sam Pasola who has owned his Stag from brand new got to carry the new Cup Ambassadors from the Diabetes Association. David Gardiner was the number two car to follow the Jaguar that The Lord Mayor was in to lead the parade. Actually David's Stag was there to push the Jag if it failed to proceed. David had in his Stag jockey Lester Piggot (born 5th Nov 1935) with his wife, Barbara Fitzgerald; over his career Lester had 4,493 wins.

Smoke Signals (continued)

Continued from page 5

We have a bumper kick-off to the New Year. Lunch is organised at the Paradise Valley Hotel, Clematis at 12 noon on New Year's Day. It is always a great way to relax on the first day of the calendar year. Our first general meeting is on Wednesday 17th January. We will have the traditional summer barbeque at 7:00PM, followed by the meeting at 8:00PM.

Have an enjoyable and safe festive season. Cheers for now.

Terry

Stags for Melbourne Cup Parade

A driver's briefing was held and the cars started up to head off to the holding area in Bourke Street. When 28 Stags start up at the same time it is music to the ears. After around 20 minutes the cars went into the Bourke Street Mall here the reserve car driven by Chris Maddox departed, as he was no longer required. I admired Chris's attitude that he was there as a reserve and was happy to be part of it if there was a problem. Chris will definitely get a position in next year's Cup Parade.



The jockeys, trainers and Emirate Flight Attendants got into their respective cars, the crowd was buzzing. My jockey was Corey Brown riding Rekindling, he had won the Cup once before, his daughter accompanied him in our Stag. The parade was about 20 minutes late starting, the noise from the crowd was electric. The crowd was yelling out Corey, Corey, I said to him that he had a big fan club. Then the ladies from the TCCV started to yell out Graeme, Graeme. Corey said to me that I had my own fan club. The crowd was fantastic. The only small drama was at Federation Square when two push bike riders rode quickly up Swanston Street against the parade flow. With all the Police there, nothing was done to stop them. Our passengers got out of the cars at Federation Square and we proceeded to the cross roads near the Art Centre. This is where the organisers removed their jackets, umbrellas and fire extinguishers from the cars.



Jenny and Nick Costalunga had organised a lunch at the Moonee Valley Legends Bistro where 24 of us enjoyed a really nice lunch. After lunch some of us went to a different area for coffee and a cake. As Nick and Jenny drove into the Moonee Valley Racecourse a guy said to Nick, "Nice car mate" Jenny said who was that guy, what TV show was he in, he looks like an actor, she did recognise him but not the name. Nick said that was Bill Shorten. She nearly got it right, he is an actor !!!!



Our day was over and I think everyone involved had a terrific time. Certainly a very good parade and all Stags

Stags for Melbourne Cup Parade



behaved themselves purrfectly. The TCCV Cheer Squad had a very good day.

I would like to thank everyone who took part in the parade as you all excelled yourselves. Hopefully the organiser will once again choose the Stag as the choice of transport for the 2018 Melbourne Cup Parade.

My Stag carried the winning Jockey, Corey Brown on Rekindling, John Powell from Cobram had jockey Ben Melham on Johannes Vermeer who was second and Shane Houghton was third with jockey Zac Purton on Max Dynamite.



A lot of the drivers placed bets on the horse that was assigned to their cars. Luckily I won \$230. Thanks Rekindling.



Graeme Oxley

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Daylesford Lunch

Ryan and Alison's lunch at Daylesford – 12th November 2017

The weather forecast was spot on and a perfect day was predicted for the lunch at the Farmers Arms Hotel in Daylesford. Annette and I left with Jeff and Pam Garfield with the tops down. The convoy meeting place was the BP Service Centre at Calder Park. Apart from lots of Triumphs there were some American Muscle cars, some early Holdens and Falcons plus some bikies. It was Helen Robinson's Birthday on this day and we thought that we would spoil her. We had got a cake and Annette rushed around getting the card signed by everyone there. Guess what, Helen's 2500TC was nowhere in sight. That will teach Helen to be a no show.

Ryan and Alison Pillay had organised a very nice run. This was their first attempt to do so. Thirty seven people were on the list to attend this event. We were soon on the road. Ryan's Stag lead the convoy and Annette and I went tail end Charlie. We were on the road to the Trentham Falls and next minute looked in the rear vision mirror and David and Glenda Smith in their Red Stag were on my tail. We had a very picturesque run to the falls. The sight of 16 Triumphs ahead of us on a bright sunny day was terrific. We turned into the road to the falls and car parks were at a premium. The TCCV filled the park area. We parked next to a van owned by a young Scandinavian girl who is on a 2-year holiday in Australia, Annette had a talk with this very nice young lady.

It was a short 70-metre walk down the steps to the viewing area for the Falls. That was the easy bit. They were in full flow and looked very good. The hard bit was walking back up the steps to the cars. Soon we were back on the road and heading for lunch. I wonder who (and whom shall remain nameless) turned off his petrol pump (why) and after travelling 700 metres whose little red Herald Coupe failed



Daylesford Lunch



to proceed in a forward direction? The run that Ryan and Alison had chosen was very picturesque. It was about a 20 minutes to The Farmers Arms Hotel from the Falls. The pub is a bit yuppie which was reflected in their menu and prices, the pub's emblem was a Stag head. They had Stag beer, Stag floor mats and a Stag Head in the bar. The food was very nice and the beer was cold. Nick C was Staggered.



Going by the banter in the pub all of the TCCV Members had an enjoyable time. It was nice to see new members David Harvey and his partner Melanie Noble in their TR6 with triple Webers. Also Darren Hinchcliffe attended his very first event with the TCCV, Darren bought Peter Welten's 1968 MK1 Triumph 2000. Al Andrews brought along his mate Henry Verhovan from the Yarra Glen Men's Shed. Michael Beggs took his Torana SLR 5000 mate Chris Furst for a Stag ride. Chris inspired Michael to get a classic car and he chose to buy a Stag.



All up it was a very enjoyable day. Nice weather, great food and very enjoyable company. Those that attended were: Ryan and Alison Pillay, Peter and Ann Welten,

Jeff and Pam Garfield, Al Andrews and his mate Henry Verhovan, David and Geraldine Glenny, Eddie and June Madden, Nick and Jenny Costalunga, David and Glenda Smith, Shane and Dale Houghton, Terry and Jan Roche, John and Fay Seeley, Peter and Janelle Fawkner, Michael Beggs and mate Chris Furst, David Harvey and Melanie Noble, Darren Hinchcliffe, Mal Clarke and Suzanne Turner, Dale and Jeannie Ross, and Graeme Oxley & Annette Robson. Check the photos on Photobucket.



For another enjoyable drive put into your diary the 10th Feb 2018 for the **Drive Your Triumph Day** to Barwon Heads. Check the website for more information.

Graeme

Geelong Revival

25th November 2017

The Geelong Revival is a 3-day event consisting of a Friday night cruise and Saturday and Sunday Classic Car Display. There are around four individual areas for the Classic cars. We parked in the most desirable middle park area called the Steampacket Lawn. There were vendors there selling coffee and food. Drag Racing over a quarter of a mile is the main attraction, the track is curved and only one car at a time races. A hill climb event is held further around but we didn't get to see that.

On Saturday morning "Roverite" Barry Hillsley and I left our place at Wyndham Vale at 8am in the Stag, roof up, as it was a bit chilly. Thirty minutes later we were at the convoy meeting place at the Rippleside Park. At the park I reversed the car in then we were told to head off, I didn't get time to turn the engine off. We drove the picturesque ocean drive along The Esplanade to the car park on the Geelong Water Front. There were quite a lot of classic cars already there. A bright red TR6 followed us in and parked next to our Stag. It was TCCV Member Ian Fox who had bought the ex Ray Pepper TR6. Ian has a very nice TR6, now with normal size tyres. After the formalities we had a hot chocolate and put the roof down. Ian and I then opened the bonnets; this did create a lot of interest as Ian's ex USA TR6 is powered by twin down draft Webers and our Stag had the dual down draft Weber from Chris Spain in the UK.

There were a lot of positive comments about our cars. Most of those who asked questions weren't even born when these cars came out and most were surprised to see a V8 under the bonnet. Then there were the others who had "heard" about the Triumph V8 issues. It was easy to explain the engine issues and the complications that can happen with the Stags with P76 and Rover V8 transplants. There was one older couple that had owned their Stag for 23 years and to this day still regret selling it. I did hear some very nice comments about Ian's car.

John Powell (Stag) arrived from Cobram with his daughter Nadine, who now lives in Geelong. We made a meeting time to have lunch before heading off to see more displays. Barry and I had a position on the fence between the finish line and the safety stopping area which was lined with water filled



Geelong Revival



barriers. Next minute a black RS7 Audi still under full power went past. Why wasn't he on trailing throttle and on the brakes for the sharp left hand turn? Next minute the brake lights came on. Too late. The Audi hit the barriers very hard, mounted the barriers, did a complete roll without touching the roof and moved the safety barriers hard up against a truck. The driver got out and was taken away by ambulance, condition unknown. The Audi looked like a total write off. The car was pulled off the barrier but there was still a barrier stuck under the car. Every airbag had deployed, I had not seen curtain airbags dangling before. The flat bed driver placed the tray under the front of the Audi and lifted it high enough to dislodge the barrier stuck underneath, a lot of the barriers were damaged and water was going everywhere. It was now clean up time, undamaged barriers were repositioned and filled with water. A bit over an hour was wasted before racing recommenced. It was a very expensive lesson for the driver as the Audi would have been uninsured. Let's hope he didn't borrow Dad's car for the weekend.

It was now lunchtime and time to eat. Not far from our display, we got a seat for four, nice food too. Nadine had got onto Facebook and photos of the Audi were all over it. Nadine also Googled the cost of the 4.2 twin turbo V8 and all-wheel drive with a starting price of \$260,000. After lunch we all headed up to the Classic Display area near the pier. Here we met up with Glen Taylor who helped me with tools at Wangaratta when my boot wouldn't open. He was there in a little red coupe which was VW powered, he said that there were only 6 in Australia.

John and Nadine left as they had a two day pass and would return the next day. Barry and I jumped on the "train" that took us up to the trade stalls near the pits. Porsche had a huge display as did The Healey Factory. In the Healey Factory display they had an older restored Damson Red 1974 Stag Auto For Sale at \$42,500.00. Overall the car looked very good with real leather interior and to be sold without a hard top. I thought that it was a good \$30,000 + car. It was nowhere near as good as the Java Green Mark Hillis Manual overdrive Stag in Wagga that he paid up around \$43,000 for. Mark's car was very close to being a perfect Stag. As we started to check out the Stag it started to rain and I had to rush back and put the roof and windows up. Guess what? It stopped raining! I

Geelong Revival

caught another train and headed back to check out the trade stalls at the end of the pits.

By now it had started to drizzle again so headed back to the car where it was not raining. However we were not allowed to leave until the track had been officially closed as we had to cross near the track.

All up it was very enjoyable and a good day's entertainment.

Graeme Oxley



Gerald Goes to Cootamundra

"Oil Today, Gone Tomorrow"

Optimism. Every day starts with it, or should do. Thursday 5th October was one of those days. Gerald starts easily for a chilly morning. Promise of good weather, travel to Albury the objective.

Assemble at Avenal. Refresh friendships. Fill petrol tank. Check engine. Buy four litres of oil as level is surprisingly low. Top up. Lunch at Wangaratta, then off to Albury for overnight stop. Check engine. Top up oil - again. Only two litres of the four left! Members travelling behind report traces of blue smoke. Gerald is burning oil. Optimism of trouble-free trip shatters.

Investigation reveals inlet manifold vacuum is sucking oil through the PCV valve in the block directly into the cylinders for burning. Hence the blue smoke.

Solution #1:

Slice the hose. Block each end. Drive to Uranquinty and check oil level.

Conclusion #1: Much less oil is lost, but still some through the oil filler cap breathing design. Liberal coating on rocker cover the dead give-away. Seepage around the PCV valve too. Fuel economy plummets to around 20 mpg.

Solution #2:

At Cootamundra, unblock the hose at the PCV-valve end, poke it into an empty



Gerald Goes to Cootamundra



small clear plastic milk bottle, securing it vertically and above the valve. Drive the Saturday tour and check again. Fuel mixture adjustment improves economy. Setting Sparco fuel pressure regulator to 2 psi from 2.5 psi helps.

Conclusion #2: Bottle remains perfectly clear. No sign of blow-by gases entering. It seems the PCV valve requires vacuum to open. Same filler cap loss. Same seepage.

Further discussion suggests replacing the bottle with an inline fuel filter and reconnecting to the inlet manifold vacuum with new hose. But it is Sunday and Repco is closed, so top up and join the convoy for the Sunday tour. Wangaratta Monday. Buy an oil catch can (OCC) there. Fix it at home.

By the way, the long weekend was fabulous in every way – friendship, tours, meals, weather. And, for a change, Gerald ran very strongly easily accounting for the hills despite haemorrhaging oil.



Sequel: 12th November, trip to Daylesford:

OCC fitment went smoothly. By-passing the PCV valve means transferring its input to the unused mechanical petrol pump port on the block. No issues. Used a plate with a pipe. Test runs had oil leaking all over. Reconnecting the vacuum stopped the leaking but filled the OCC in the 80 kms from home to Calder Park BP. No good. Had to disconnect the vacuum, again, and put up with leaking and seepage as before.

Solution #3:

Splice an outlet hose from rocker cover into inlet OCC hose to clear pressure from the head and block simultaneously.

Conclusion #3: When a suitable rocker cover is sourced, I'll know! Watch this space.

By the way this trip was fabulous in every way – friendship, tours, meals, weather. Again, Gerald ran very strongly, easily accounting for the hills despite haemorrhaging oil, but must remember to switch the petrol pump on when leaving Trentham Falls.

Alan Andrews

Member Profile – Spiro Agius

“In the Blood”

In October 2006 I purchased my Red 1971 TR6 PI from an enthusiast in Belgrave. I remember driving it home to Vermont South in the rain with the most notable aspect being the incredibly loud exhaust. I like a good sounding exhaust as most of us do but this was ridiculous, I’m surprised it passed a roadworthy. Needless to say this among other things underwent transformation in the coming months and years. I joined the TCCV in May 2007. This is my first and only Triumph which I retain to the present day.

So ... what attracted me to a Triumph and this particular model? Well the answer to this question goes back some 43 years to when I was at High School (Wattle Park) and may seem a little perverse to some. The librarian at school was of the poster pin up calibre that certainly attracted and distracted red blooded teenage boys. Any excuse to go to the library. Add to this that she drove two ... yes two TR6s, a red one and a green one, left a lifelong impression ... she was hot, the cars were hot How can you ever forget that???

It remained buried in the subconscious. Many years later when I was in a position to acquire a sports car there was only going to be one choice and in 2006 part of a fantasy came to life. I know what some of you might be thinking about now, but best we leave that alone. I love everything about the car, the classic styling, the drive, the performance and

in an unexpected and pleasing twist the TR6 gets many looks and smiles and I get comments of appreciation as I cruise around. To my absolute delight I recently took my four year old granddaughter for her first spin out to Healsville with the roof down on a glorious sunny day. It was music to my ears when along the way she evoked the words.. “Faster grandpa faster grandpa”!! Ah ... yes I thought.. It’s in the blood ! By contrast my wife Diane prefers the luxury and comfort of modern day cars, however on an exceptional day when all the atmospheric are right at about 26.3 degrees with clear skies etc, I can coax her into the TR6 for a spin.



Member Profile – Spiro Agius



I have owned only five cars in my lifetime, two of which are current. I have always focused on tracking down and obtaining the best example of a car of desire and always keep them for as long as possible. In 1975 I purchased my first car a 1969 Mk 2 GT Cortina Great car and probably my favorite ... many and varied adventures in that car. You always have a special place for your first. In the end rust killed it and with family on the way a bigger car was required. Next in 1988 came the 1978 ZH 351 Fairlane Marquis, a 2 ton tank with raw power. Luckily it was on gas

as I was travelling 100 km a day round trip to work at the airport in those days. I remember gas was generally 10-12c/litre. The weird thing about this car was that the fuel economy was the same for city and country driving at around 13 mpg although I do remember once driving to Lakes Entrance with a ferocious tail wind that blew the fuel economy out to an incredible 16mpg! ... never to be repeated. After about 11 years the family (not me) tired of this car and in 2001 after two years of nagging, I capitulated and sold it. I then purchased a 1998 NL V8 Fairlane Ghia. Wow what a lovely luxurious car, exceptional in every way despite having gone from raw power in the ZH to a less yet refined power. In 2006, as mentioned above, the TR6 came along and as far as I was concerned I was more than content in having the TR6 and the NL Fairlane as my two cars for as long into the future as I could see. No interest in any other car ... no nothing. I had the TR6 born of fantasy and the NL Fairlane a luxury car nicknamed the “Limo” ... I was happy and content until disaster struck!!

In the week before Easter my wife and I were involved in two car smashes within 24 hours, one in her brand new Hyundai Tucson (not our fault) which was off the road for 6 weeks and most tragically my Fairlane met with a steel tramways power pole Ouch!! – sort of my fault ... raining and just a tad too quick around the Elgar Rd, Riversdale Rd bend (it has claimed a few) heading west. I agonised for a good two weeks before letting it go as a write off. The repair costs were ridiculous. It still hurts as it was a great car and to think it ended



like this!! I used to do oil and filter change on that car every 5000 km. It had 270,000 on the clock. I had it from 70,000 km ... so that’s 40 oil changes. The engine (and everything else) was still perfect. I was so devastated that I didn’t want anything new out of the current crop of cars and certainly couldn’t afford my dream car More about that later. My brother, Alex, who is the service and performance manager at the “Horse Power Factory” (In the Blood) was getting rid of a 2005 Ford Territory in good nick and for a

Member Profile – Spiro Agius

good price. I ended up with that, a car not of my choosing but of circumstance. It will do for now as a runabout. It's not a patch on my departed V8 Fairlane and thirstier. When I had my first car the 1969 Mk 2 GT Cortina, my other brother, John, had a GT Capri of the same era and he is now looking for another one or a nice Stag. (In the Blood). The interest in all these classics, high performance and cars in general had, I think, a genetic effect on my son (father of my granddaughter ... "faster grandpa faster grandpa"). Michael, a qualified chef and motor mechanic turned into a rev head at an early age able to build anything and go very fast with a couple of appearances at Sandown (In the Blood).

My "Dream Car"? This is a tough one. If I had unlimited money I would have a warehouse full of classic and great cars. I like TR6s, Stags, Austin Healeys, E type Jags, Corvettes, Mustangs and love the yank tanks out of the 50s and 60s. I call these American beauties ... "Real Cars". The wings, the size, the styling and huge engines all sensational. In trying to choose one dream car to own today I am greatly influenced by my travels to the Middle East on Government business several years ago. I spent three months working and travelling in Lebanon, Jordan and Syria. These are harsh climatic environments where driving conditions are some of the most demanding in the world. My transport on many occasions was by taxi having to travel in the blistering heat in cities and to the extremes of rural / desert environs over some of the worst roads imaginable. The majority of taxis were Mercedes Benz with the luxury of the current models in abundance. However what impressed and influenced me the most were the models from the 50s, 60s and 70's in which I had many trips. Yes these were still going and some had literally done a million miles and more. They were amazing. Some and especially those from the 50s were falling to bits having been driven into the ground many times over and yet they still kept going, they just kept going no matter what. I remember one particular short trip in Beirut of about 30 km in a 1954 Merc where the taxi driver wound it up to 90 mph for about 29 km of that trip, on a very ordinary two lane road, no seat belts, seats and suspension shot, paintwork scorched, body battered, no air con, windscreen riddled with cracks and a couple of bullet holes for good measure and I could see the ground below through a large hole in the floor, only to be matched by the driver who was in a similar state. Fear is an understatement. It was through such experiences in such tired and battered old Mercs that gave me an appreciation and respect for the brand and its seemingly indestructible build quality and longevity. All this leads to my modern day dream car being a Mercedes Benz AMG GTR or GTS.

The TCCV is a great car club that I am very happy and honored to be a part of but most importantly it is full of passionate, friendly, generous and committed people whose love of classics and motoring runs through their veins...In the blood.

Spiro Agius



Club Regalia

Code	All clothing has Club Emblem		Price
Apparel			
TCC02	Fleece Jacket	All sizes available	\$55.00
TCC03	Shower Jacket Hooded	All sizes available	\$33.00
TCC04	Reversible Sleeveless Vest	All sizes available	\$45.00
TCC05M	Men's Polo Shirt	All sizes available	\$33.00
TCC5MS	Men's Summer Weight Polo	All sizes available	\$30.00
TCC05W	Women's Polo Shirt	All sizes available	\$33.00
TCC5WS	Women's Summer Weight Polo	All sizes available	\$30.00
TCC06	Stadium Jacket. Blue with Red trim	All sizes available	\$80.00
TCC07	New Suede Sleeve Jacket, embroidered	Special Order	\$160.00
TCC11	Club Caps Blue & White	One Size	\$15.00
TCC12	Club knitted blue Beanie	One Size	\$15.00
TCC15	Scarves - Blue Polar Fleece	One Size	\$15.00
Gifts			
TCC21	New Mugs - Blue and white		\$8.00
Badges			
TCC40	New Grille Badge - Edition 2012, back in stock		\$25.00
TCC45	Lapel Badge - Small metal pin badge		\$5.00
TCC46	Triumph Key Fob		\$5.00
TCC60	Name Badge - White on Blue with Logo		\$10.00
Accessories			
TCC30	Umbrella - "Hooked" handle and 2 Logos		\$30.00
TCC35	Belt Buckle (Belt not included)		\$20.00

Postage and Handling (except Penrite Products) \$10.00

Code	Car suitability	RRP	Web Price	Club Price
Oil filters				
R2070P	2000/2500, TR5, TR6 & Vitesse	\$12.00	\$9.00	\$7.00
R2352P	Stag, TR7, dolly & TR7	\$20.30	\$13.25	NLA
Air filters and Miscellaneous				
A89	2000, 2500, TR5 & Tr6	\$35.00	\$32.00	\$20.00
A266	Stag, TR7, Dolly & Sprint	\$60.00	\$55.00	\$30.00
GKS A	Silicone Rocker Gasket			
	Alloy 6 Cylinder Rocker Covers			\$20.00
GKS S	Silicone Rocker Gasket			
	Standard 6 Cyl Steel Rocker Covers		\$15.00	
GRH528	Top Radiator Hose 2000 /2500		\$15.00	\$10.00
WCW	Waterless Car Wash Kit, Michelin			\$20.00

Available to club members only. No commercial quantities.

E-Mail regalia@tccv.net to place your order.

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 three new members in November:

Bruce Wilson – 1977 green Stag with black upholstery

Frances Madigan – 1971 black Vitesse
Christopher Clausen..

Club membership

The financial membership as at 1st December is 225. 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

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.

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.

Club Contacts

Committee

President	Terry Roche	president@tccv.net	M: 0404 391 511
Vice-President	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
Secretary	Nick Skinner	secretary@tccv.net	M: 0419 322 441
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Shane Houghton	committee1@tccv.net	M: 0412 364 925
Committee Member	Brian Churchill	committee2@tccv.net	M: 0488 168 246

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
Regalia Officers	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Nick Skinner		M: 0419 322 441
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten	events@tccv.net	M: 0409 511 002
Triumph Trading	John and Fay Seeley	trading@tccv.net	T: 03 9359 2415
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger and Linda Makin	editor@tccv.net	M: 0447 762 546
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

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 Glenny, 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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