

February 2018

The Trumpet

The Triumph Car Club of Victoria Magazine



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Introduction



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

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.

Life Members:

Syd Gallagher †
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Fay and John Seeley
Lionel Westley †

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Front Cover Photograph

The cover this month features President Terry Roche's 1974 TR6 PI in Carmine Red with Tan upholstery. This is the first in our series of getting to know your committee and you can read more in Terry's member profile in this issue.



Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
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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 now 18 months since Nick somehow conscripted us into being the editors of *The Trumpet* – how time flies when you are having fun?!?

We started off by trying to feature a different model Triumph on the cover each month and now it is time for a change. This year we are going to feature getting to know your committee and volunteers. Although these people do most of the work to make the club functional and enjoyable for the rest of us it has come to our attention that a lot of members know nothing about them. Therefore we are going to feature a different committee member or volunteer each month.

On the front cover we will display the member's car and inside a profile of the member – so be warned if you are on the committee or are a volunteer you will be approached.

Inside the back cover each month there is a list of Club Contacts and we will work down this list starting with our President this month.

Also we still need members to step forward and write a report on events and supply good quality photographs. Graeme Oxley is an outstanding contributor in this area but I am sure he will also appreciate assistance.

Peter Welten and Graeme have organised a very active calendar of events for 2018 but there are still time slots available for members to assist with organising an event so think up a run or function and suggest it to the committee.

We look forward to a great year of Triumphanting

Linda & Roger



Upcoming Events!

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 – Tocumwal 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 Tocumwal 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.

25th-27th TCCV – Historic Winton. 42nd Historic Winton, Winton Motor Raceway, Winton. Friday: the Benalla & District Classic Car & Motorbike Tour. Saturday & Sunday: two big days of non-stop historic motor racing. *To be confirmed:* “Convoy Meeting Point for Sunday 28th May will be the CALTEX Truck Stop at 0730hrs at Avenal, which is approx 115 kms from the CBD. We need to leave there at 0800hrs to get to Winton by 0900hrs”.

June 2018

3rd TCCV – Monthly Breakfast. Venue TBA. 9am.

13th TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

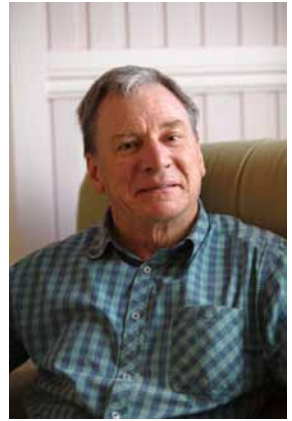
Refer the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with “TCCV”.

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

Smoke Signals from the President

Happy New Year to you all. The Christmas and New Year festivities have come and gone in a flash once again. How bizarre it is that the Easter eggs are now on display in some shops before the Christmas decorations are put away. Our New Year's Day lunch at the Paradise Hotel was a great success with a record attendance. Thanks to Peter Welten for organising it. I was pleased to see so many new faces there this year.

We have a busy programme of events for 2018. Jan and I are particularly looking forward to the trip in April to Tasmania. Mal Clark, Peter Welten and Alan Andrews have spent many hours putting together the itinerary, booking the Spirit of Tasmania, the accommodation and the tours. As an alternative trip away, Graeme Oxley has organised a trip to Southern NSW for 10th to 12th March.



I noticed last year that local Triumph Stag prices increased significantly. The usual internet sources as well as the Melbourne sales and auction houses clearly indicated resurgence after quite a period of stability. We have had a quite an increase in new members with Stags in recent times which is very pleasing. Club Captain of Stags, Graeme Oxley now has a very large list of stag owners on his forum list, and the regular exchange of information on how to keep them on the road is invaluable.

Chris Sallmann was telling us recently that on a TR6, wheel balance weights placed on the inside of the rim can foul the outer end of the upper wishbone when steering is on full lock. A well-known classic car service centre has been known to increase clearance by grinding the end of the wishbone, not something I would recommend on 40 year old steel, so close to pivot points, or in fact on any purpose designed steering and suspension part. It is far better at tyre changeover time to pay the extra and balance the rims separately from the tyres, skim and repair as necessary, then fit the tyres. The final wheel assembly is unlikely to need much if any balancing after that and an inside weight can be avoided.

Chris and I recently inspected Spiro's car on my hoist. Spiro spoke at our last general meeting about a problem he experienced with his car floating across undulating roads, disconcerting to say the least. A quick inspection revealed that the shock absorber was not the main problem. The link arm on one side had failed. The ball had come adrift from the socket, which was badly damaged, indicating that the car had hit a fairly severe bump at some stage. Two new shock absorbers from Rimmer Brothers were also fitted and the car now handles like new.

I hope to see you at our next meeting or event. If you can't make it but have something you would like to share or suggest, please don't hesitate to contact me, or Secretary Nick. Our details are at the back of this magazine.

Cheers for now

Terry

2017 TCCV Christmas Party

10th December 2017

For the 10th year in a row Members from the (TCCV) travelled to member's Lindsay and Anne Gibson's place at Shoreham on the Mornington Peninsula. Some travelled from as far away as Wyndham Vale and Olinda. Lindsay still hasn't paid his rates and the road is still gravel, luckily we had had some rain and the road was in reasonable condition and not dusty.



Lindsay has a very nice property with trees for shade that is big enough to park over 30 Triumph cars, there is also a large grassed area to set up for a party. Lindsay is a Triumph tragic as he owns three Triumphs; a 1970 metallic bronze manual overdrive 2.5PI (Petrol Injection), a 1976 Red V8 Stag and a 1975 2500TC.

The weather man promised a nice sunny 24 degree day. That didn't happen until much later in the afternoon. Jeff & Pam Garfield, Rob & Annette Elliott and Annette and I travelled in convoy from Wyndham Vale in our Stags with the soft tops lowered, I have to admit it was still a bit cool to travel topless. On arrival Anne had hot coffee and tea available and some delicious homemade chocolate chip cookies.



By 1 pm the lawn was covered in tables and chairs and surrounded by many Triumph cars.

It was good to see Debbie Beal and Ann Welten arrive in Debbie's newly restored MGB, a great sound to it also.



Silver Spit Roasts came at 8am and prepared Beef and Pork on a spit, accompanied by baked spuds, pumpkin, beans, bread and rich gravy. There were also the usual salads followed by Apple Strudel, Cheesecake and Jeannie Ross made a scrumptious looking Pavlova. I was too slow and missed out on my favourite dessert. Jeannie will just have to make another for the January meeting BBQ. The two brothers who did the cooking excelled themselves and it was one of the best Christmas party meals that we have had, hope we use them again next year. There was plenty of meat left over for seconds, Annette took some scraps home for our dog Stanley, he thought it was Christmas when he had them for his evening meal.

2017 TCCV Christmas Party

Once the meal was over the President, Terry Roche thanked Lindsay and Anne for their hospitality then drew the raffles. Terry had organised a large variety of prizes including a huge hamper. Neil and Helen Robinson won the first prize. The afternoon drew to a close and it was time to pack up, clean up and say farewell.

All up, 63 TCCV Members thoroughly enjoyed a really nice party. The TCCV is a family oriented Club and before you knew it, it was all over until December 2018. 2017 has been another wonderful year for the TCCV. We have enjoyed each other's company on a variety of events. The high light of the year was the 5-day event held in Cootamundra with the ACT Triumph guys.

Peter Welten has some terrific events planned for next year starting with the lunch at The Paradise Hotel on the 1st January. There is a drive to Barwon Heads on Saturday the 10th Feb to celebrated Sir John Black's Birthday. Let Peter know that you are coming. Also the January Meeting is the TCCV free BBQ that is to be catered by Geraldine and David with Shane (Gordon Ramsey) Houghton as the resident cook.

Trust that everyone had a Merry Christmas and will have a Triumphant New Year.

Graeme Oxley



Paradise Lunch

1st January 2018

The weather forecast was perfect for a drive in your Triumph. Lunch at the Paradise Hotel at Clematis has always been one of the TCCV's most popular events. This year sixty-four Members thoroughly enjoyed another terrific lunch.

Once again the Triumphs were reversed parked along the tree line. This year there were so many Triumphs that some cars had to park opposite. Another magenta Stag made its first appearance. This was Nigel and Pat Ross-Gilder's newly acquired Stag making three Triumphs in their family. Another Triumph making its first appearance after a full new paint job was David and Jenny Ferguson in their shiny red TR3A. This car recently completed the Tasmanian Tour with the TR Register. Joey Werts arrived in his newly acquired Mist Green MK1 2.5PI. Not many of these are on the road today and are highly sought-after cars.

New Member Terry Sully drove his Sunbeam Alpine (he is looking for a Stag). Lorraine MacDonnell sat at the table of Spitfire owners, Spitfires are coming out of the woodwork. Denise arrived in her TR3A the first time since the car was involved in an incident at Lakes Entrance in 2016. New Members Ray and Ann Newell drove their Fireball Red 2500TC.



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Paradise Lunch

The drive to the Paradise is very picturesque with the open road undulating through large expanses of natural bush land. The historic Hotel has a very nice garden and a beautiful outlook across the valley. Beyond the row of trees is the Puffing Billy train line and throughout the afternoon Puffing Billy's whistle can be heard, adding to the atmosphere. The railway is close enough that the train can be seen from the windows of the Restaurant. The general public enjoyed looking at our Triumphs on display.

Once everyone was seated the waitresses started to take our lunch orders. The food and presentation are always very good at The Paradise. It was wonderful to see 64 people enjoying each other's company. The afternoon was filled with laughter and chatter. The beer was nice and cold also. After another enjoyable lunch it was time to head home around 3.30pm. The end of another perfect start to the year topped off with a nice drive home in the Stag.

This was the first event of the year. Expectations for this year are high and there are many events ahead for our Members to enjoy. There is the 3-day weekend to Tocumwal and our annual event with ACT Triumph to Ballarat in October.

Just after this event Lorraine MacDonnell organised a drive down to Gippsland to Blue Rock Dam Picnic for a BBQ lunch. Well done Lorraine. Sounded like a nice drive and well supported by the Spitfire fraternity. Hope that you do more of these runs.

Check out the photos on Photobucket.

Graeme Oxley



Not Quite a Triumph

©First published in SALIFE Magazine, Adelaide, South Australia, August 2017



This British gentleman has aged more gracefully than expected.

by Paul Murrell

Retro Review

In 1970, there was still a British car industry, but auto workers were doing everything in their power to ensure that it would not survive for long. Shoddy workmanship, wildcat strikes and general lack of interest all conspired to bring a once-great industry to its knees.

If ever a car symbolised a brilliant future, only for it to be frittered away, it was the almost-great Triumph Stag.

The stylish (although not everyone thought so at the time) open tourer with the distinctive T-bar roll bar was never planned. Designer Giovanni Michelotti penned a study (in 1964 but not revealed until 1966) based on the Triumph 2000 sedan and when British Leyland's Harry Webster saw it, he quickly

decided to put it into production. Initial plans were for the Stag to use Triumph's 2.5-litre six-cylinder engine but Webster was keen for the car to use a 2.5-litre V8, later enlarged to three litres. At the time, Leyland had other small V8s in its stable (most notably from Daimler and Rover) but the decision was made to develop a third for the Stag and other large Triumphs.

The Triumph Stag could aptly be described as the wrong car at the wrong time. Despite being warmly received on its launch in Britain in 1970 and in the US (its intended major market) in 1971, by 1973 its litany of mechanical woes saw its reputation shredded. The engine is not as bad as it has been painted, although the cooling system is poorly thought-out and the heads were produced from low-quality aluminium. The engine was developed from engines Triumph had already built for SAAB and used itself in the Dolomite and TR7.

Not Quite a Triumph

The V8 engine, however, proved to be a dead-end and never appeared in any other car.

In 1970, motor magazines were enthusiastic. The engine was described as “one of the nicest small V8s I’ve encountered” by reviewer Sloniger. He was less keen on the styling, describing it as “controversial”, then (as now) a euphemism for confronting and liable to polarise opinion. These days, most people think the Stag’s styling has aged gracefully and approve of its essential British reserve. Later reviews tried to explain to readers that the Stag was “not a red-blooded, hairy-chested beast, but a mild mannered, gentlemanly touring machine”.

What made the Stag so special was the dearth of cars that could offer the same appeal, combining the attributes of wind-in-the-hair motoring, relaxed touring and occasional rear seats for one or two passengers when required. Perhaps the nearest competitor, although almost twice the price, was the Mercedes-Benz 350SL. Early on, there were plans for AMI to assemble the Triumph Stag in Australia, but Leyland’s autocratic Lord Stokes firmly vetoed the idea.

Unsurprisingly, apart from its engine, the Triumph Stag used the suspension, running gear, transmission and interior fittings from the Triumph 2.5PI saloon. Of course, the main appeal of the Stag is its “car for all seasons” approach with a sturdy soft top and a substantial hardtop (standard from the Mk II of 1973) that takes two to fit.

But those reliability issues effectively killed the car in the US and led to the withdrawal of the model after a mere two years. The more stoic Brits continued to buy Stags but never in the numbers needed to make it a winner and by 1977, British Leyland faced facts and ended the model run, after building just 26,000.

The good news, for anyone with a hankering to own one, is that most of the Stag’s litany of problems have, over the years, been resolved. Even so, it pays to keep on top of regular maintenance (especially important for people accustomed to the reliability of modern cars, even with minimal attention). Every 5000 miles (8000km) or six months, the oil and filter must be changed, the brakes, steering and suspension checked, and a close eye kept on the temperature gauge every outing.

Annual maintenance, regardless of mileage, requires a complete cooling system flush and refilling with a quality coolant.

Driving a Stag today is like being transported straight back to the ’70s. The power assisted steering is overly light by modern standards but the engine is wonderfully quiet until you demand more of it, when that distinctive V8 burble makes its presence felt. If the hardtop is fitted and the seals have been well maintained, progress is commendably calm and unstressed, although perhaps a little less dramatic than a V8 engine should promise. Most cars in Australia are fitted with a lazy Borg-Warner automatic which saps even more power and takes its time to kick down to a lower gear.

The interior aspires to English gentleman status, with a plank of real wood on the dashboard and console, dignified instruments and high quality grained vinyl upholstery doing its best imitation of real leather.

All in all, the Triumph Stag is one of those classics that took time to be appreciated and today, values of good ones are on the rise, especially if they are substantially original. It was a good idea that appears to have finally come into its own, but far too late for the British motor industry.

Navigating with Stick Maps

Alan Andrews is planning to test our skills by organising a “Stick Map” event later in the year so in preparation he has provided the following information so we can all prepare ourselves for the challenge. Ed.

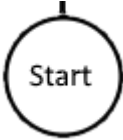



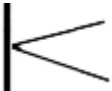

Reading “bird’s-eye view” maps, as per Melways, is straightforward enough. The road layout seen on the map mimics the plan view of the road system. Personally, I would like to see contour lines, also known as isolines, so I know which road to avoid when touring in Gerald!

A Stick Map, also known as a Strip Chart, is an alternative approach to navigation, using a limited number of graphics to indicate which road to take. Usually, route intersections are drawn on a vertical straight line, each being independently interpreted. The route follows the vertical line from the Start, at the bottom of the line, to the End at the top of the line.



Stick maps are not to scale. Also, they do not have any relation to actual compass directions.

The table at right describes the basic graphics.

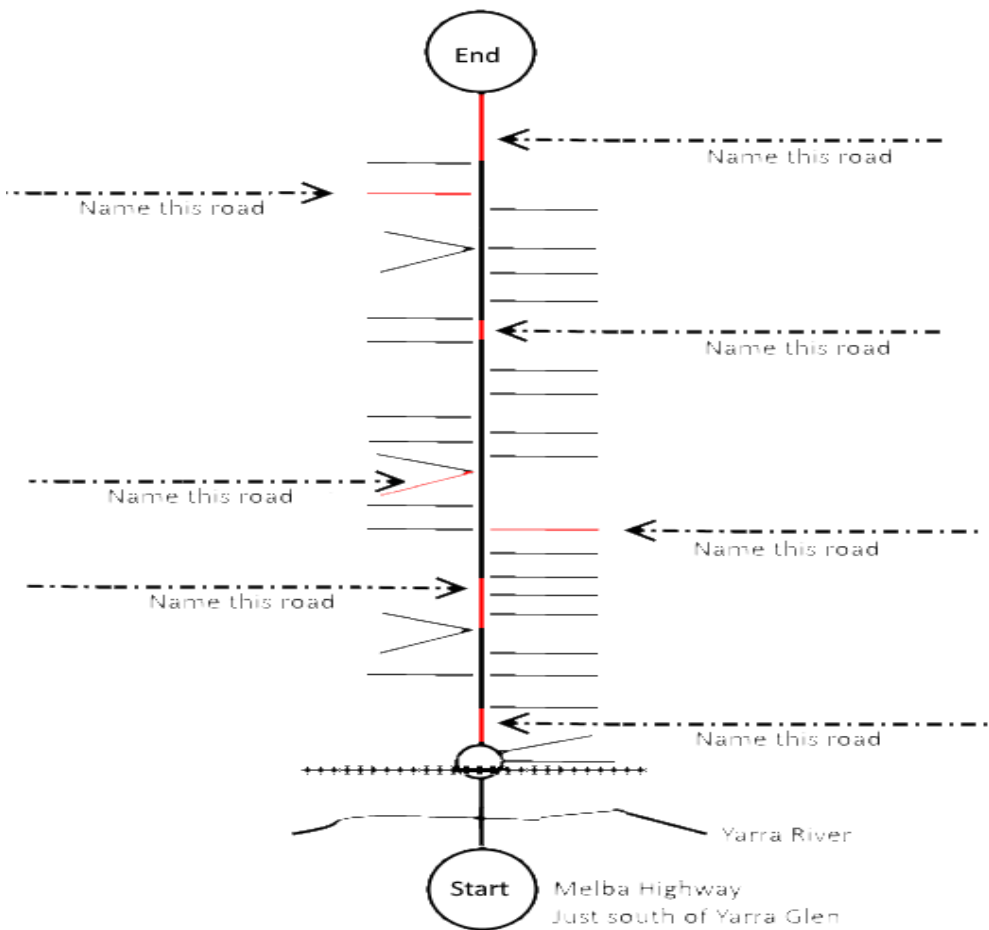
Alan Andrews

Graphic	Description
	The route to take is indicated on the vertical line from bottom to top.
	The Start graphic. Usually at the bottom of the route represented along the vertical line.
	The Leave a Road on the Right graphic. <ul style="list-style-type: none"> • Drive past a road on the right (not necessarily perpendicular) • At a “Y-type” intersection in any orientation, leave the road on the right • Turn left at a T-junction
	The Leave a Road on the Left graphic <ul style="list-style-type: none"> • Drive past a road on the left (not necessarily perpendicular) • At a “Y-type” intersection in any orientation, leave the road on the left • Turn right at a T-junction
	The Leave a Road on the Left AND on the Right graphic <ul style="list-style-type: none"> • Pass straight through a 4-way intersection • Note: Each road not necessarily perpendicular to others
	The Leave Two Roads on the Right graphic <ul style="list-style-type: none"> • Pass 2 roads on the right which terminate together • Turn left at a 4-way intersection or roundabout
	The Leave Two Roads on the Left graphic <ul style="list-style-type: none"> • Pass 2 roads on the right which terminate together • Turn left at a 4-way intersection or roundabout

Navigating with Stick Maps

Graphic	Description
	<p>The Roundabout graphic</p> <ul style="list-style-type: none"> Shows all roads associated with the roundabout The turnoff to take is the vertical turnoff <p>Roundabouts can also be represented as a multiple intersection without the circle</p>
	<p>The End graphic</p> <p>Usually at the top of the route represented along the vertical line.</p>

Stick Map Example



Member Profile - Terry Roche

Terry Roche Member #588

When I purchased my TR6, the only Triumph I have owned, the salesman at The Healey Factory recommended that I join a club, either the TSOA or TCCV. I attended a meeting at Frog Hollow, and the President Bob Ritchie made me most welcome, so I decided then and there to join. My 1974 TR6 PI is Carmine Red, New Tan interior, with overdrive and was one of only two in the club that year.

I am Sydney born and raised and I have always been interested in cars. I remember watching my father decoke the family Morris 25 and curse when he found that he had bits and bolts over. He had no mechanical aptitude and even less patience for working on mechanical things but money was tight after World War 2. His next car was a new Standard 8, and he was a much calmer man after that.

My first car was a cream Holden FC, not two tone as was common, and with whitewall tyres. The car was absolutely pristine, and I used to scrub the whitewalls weekly with AJAX. I was fourteen when I had my first job as a professional musician, encouraged by my mother, who still in her late 80's plays professionally two days a week in Hobart. My bass drum and two tom toms would just fit into the FC, and all of the other associated bits went into a largish suitcase in the boot. The car was totally reliable, but interestingly had no brake booster, no oil filter, no demister, and a radio was an optional extra. The vacuum driven wipers were interesting to say the least, the more you pressed on the accelerator, the slower they worked.



My secondary schooling was at Blakehurst High school, a new school at the time and the first co-educational Government school in New South Wales. I was amongst the first group of students to complete the five years of secondary schooling at Blakehurst. As it turned out I was very fortunate to get a job at a large Australian company, one of the big three at the time, as the company had an open policy to employ only GPS ex students (equivalent to private schools in Melbourne). They also openly rejected certain religions, and females were only recruited for the typing pool. Secretaries and personal assistants were all male and no females were invited into clerical or management roles. I even had to wear a suit with a white (only) shirt and a conservative tie. Imagine trying to enforce that today.

I worked as an order clerk in the building materials division of this company. My first boss was a Major in the then CMF, and we were encouraged, hounded, to not wimp out but to enlist for three years and do our duty instead of going in the ballot for conscription. I resisted the invitation and my number didn't come up in the ballot. My duties included driving my boss around in his company EH Holden. The EH Holden came with power brakes, and after driving my FC, I nearly put him through the windscreen more than a couple of times as his brakes were so sensitive. I was on "P" plates and as it was company policy not to have "P"

Member Profile - Terry Roche

platers drive company cars, my "P" plates were left in the drawer at work after the first drive of the EH, and didn't see the light of day after that.

I had been flattig for about two years when one night, in a hurry for a job, I drove out of the underground car park too fast, and scraped the FC all along the side. I was nearly in tears. When I got to Canterbury-Hurlstone Park RSL where I was working, I had to get help to get the door open only to have the attendant tell me "try the other side". That is how upset I was.

The next couple of years are a bit of a blur. The Company I was working for offered an excellent cadetship which paid University fees and books, and after two years of successful study, paid a full salary to complete the degree full time, provided I passed all subjects and went into the office during University holidays. However, they only supported Commerce or Engineering degrees. I chose Commerce as I had no idea what I wanted to do and Commerce seemed easier.

Good cash was coming in from two directions so I purchased a Holden HD. And I partied. By today's standards it was probably fairly subdued partying, but partying all the same. This was in the environment where full and part time work was easy to come by. Going to the hotel at lunch time was seen as an exercise in bonding with your colleagues. I did a lot of that bonding during and after work, as I was working three nights a week and I never drank on the job (unlike most musos at the time). Most friends of my age were going for overseas holidays, overseas in those days being London, as in the movie "The adventures of Barry McKenzie". I seemed to be getting good reports at work though, and I enjoyed progressing through building materials into economic modelling and forecasting of building and furniture trends.

The Holden HD was just a fun car to have. It drove well, had front disc brakes and it resisted all sorts of ill treatment though I was always spot on with the servicing. I didn't gamble, save for the occasional two dollars in the poker machines, I didn't own anything to speak of other than the car, but I was brought up to avoid borrowing, so I owed nothing. The three term University system, for Commerce at least, provided plenty of spare time and opportunity to spend money. Seventy-five percent of the final mark for the studies was based on the third term's work, so not much was done until about August. You just showed up, and read a bit. You crammed from August to November. Little did I know that this period of "blur" was about to come to an end.

My wife Jan is a Melbourne girl, born and raised here. After a stint in the ES&A bank, Jan and two girlfriends headed off to see the world (read London again) via Sydney. Jan joined the Company I worked for as the Boss' Secretary, under a much more relaxed employment environment than existed when I joined. Colleague bonding was still very much the order of the day, so the office staff often en masse went downstairs to the Menzies Hotel for lunch, and again after work.

Jan flattened in Paddington with her two girlfriends and I lived in a bed sit in Coogee. Both suburbs were not trendy then and theft was rife. The Holden was broken into twice, and on one day all five wheels were stolen, the car left perched on a pile of bricks in the University car park. I even had shirts stolen off the line. I belonged to a service cub called the "Jaycees",

Member Profile - Terry Roche

I purchased an old VW for a “clean up Australia” campaign they were having, the engine was frozen so it had to be towed to my Coogee address where I cut a large hole in the roof. The idea was to locate the car in a nearby park, with appropriate signage for “Clean Up Australia” day, people could pick up and deposit rubbish in the car, to be later towed to the tip. The car was stolen from my place at Coogee before we could get it to the park!



The HD Holden finally gave up the ghost, so I traded it for a Mark 1 Ford Cortina. A great car except nothing much wore out – things just broke instead. I went through a lot of money with that car. One memorable moment was when I was teaching Jan to drive in Centennial Park, for some reason she was concerned about being pulled over by the police. Paddy wagons were often cruising through the park to deter speeding, so it was almost inevitable with “L” plates that we would be pulled over for a licence check. She was only doing 25 mph, but instead of pulling over, she took fright and took off, with me wrenching on the handbrake to try and stop the car. Even when we stopped, she was reluctant to wind down the window to talk to the somewhat irritated policeman. I don’t know how, but I managed to talk us out of that incident after a few long minutes.



Jan and I had a lot of fun in that car and it took us on many trips. The only annoyance was that the starter would often catch in the ring gear, and the only easy way of fixing that was, handbrake off, fourth gear, exit car, grab door handles and rock the car backwards and forwards until it released. The heavy duty GT clutch was a bit of a problem, and this process was sometimes needed at the traffic lights after the car stalled. Despite this, in 1972, Jan agreed to marry me. Her overseas trip ended before it started, and her girlfriends went without her. The Cortina got us to Coffs harbour for our honeymoon and the engine dramatically blew up in Parramatta road shortly after we returned.

We had a deposit on a house so I didn’t want to borrow for a car. My father worked at a Ford dealership and as a surprise found a “deal of a lifetime” surprise car for us. He wouldn’t tell us what it was until he delivered it for us. I had paid him for it of course, but I didn’t expect a canary yellow two door Mark 1 Ford Escort. It was a really good buy, but totally impractical with Danielle in a baby bassinet on the back seat. My career was progressing so by this time I had a company car. Jan needed a practical car during the day, so I purchased a Toyota Crown.

Member Profile - Terry Roche



What a magnificent car! Quality engine, quality paint and interior, quality interior and accessories. A great cruiser.

My job over the next six years was Commercial Services Manager, which is difficult to describe briefly, but involved a lot of jobs that didn't fit neatly elsewhere. Budgeting, marketing support and advertising, management reporting systems, government relations – mainly with the then Industries Assistance Commission, as well as “odds and

sods” jobs. My GM and I then agreed that I could benefit from some front line responsibility outside Head Office to “get your boots muddy for a while” and I was transferred to Brisbane, with the primary responsibility to overhaul a rundown Queensland operation. Everything including marketing and administration was involved, except production. The mill in Ipswich was separately managed.

Luckily I inherited excellent sales managers in Brisbane and in Central and North Queensland. I knew I was behind the eight ball just coming from Sydney, but I was sort of accepted when we changed the fleet cars from Ford to Holden, as the Queensland roads in the 1980's were very rough and the Fords were off the road a lot. Jan was left at home in Brisbane a lot, with the three girls and no relatives. It was tough for her, but she was a great support. However, after 20 years with the one company, in various autonomous subsidiaries, we decided that the time was right for a major career change. About that time the Toyota Crown was written off in a hail storm. I loved that car so I negotiated a deal with the insurance company and ended up with the car and a cheque.

I was offered a job in V/Line Freight. I didn't know until the last minute that it was Government owned. The Victorian Government was putting the freight business, predominantly on rail, on the market. It was a basket case and they were externally recruiting several management positions to blend with long serving internal staff to put the business on a more commercial footing and make the business more saleable. Jan had to stay behind in Brisbane as the sale of our house fell through. That was tough and it was three months before she could join me. She, the girls, and the Toyota Crown joined me in Melbourne, and Jan was back in her home town.



After a familiarisation stint involving setting up a market development section, I took over the management of V/line's grain freight business. The total freight business was sold to Rail America Inc. and I joined them for six happy years. During that time we changed the grain business to an integrated rail and road

Member Profile - Terry Roche

business, quite a challenge, and we had the largest bulk road contracting business in Victoria. My way of doing business differed to that of my predecessors. I was away from home on average three days and nights a week, driving about 70K kms. a year. My company car was changed every eighteen months, a succession of Magna's (terrible on dirt roads at speed), Fords, Holden's and Camry's. Meanwhile Jan didn't go to work, preferring to be home when bringing up the girls, but she needed a car during the day when she could not access my car. Reality hit with the Crown after a while and it went to the recyclers. She then had in order a Nissan Station wagon, a Hyundai Lemon, and a Mitsubishi Mirage.

Each of my three girls wanted and needed a car to get to university. I didn't want to be funding four cars so the deal was that when they could demonstrate to me that with part time jobs they could run a car, I would buy them a cheap second hand one, roadworthy of course, for \$1500. Political correctness aside, I thought that with three girls I would have no concerns about them inheriting my earlier hoon tendencies. Danielle purchased a Hillman Hunter. It was reliable except for one burnt valve. I had restored a Morris Minor some years prior, so although inexperienced with Hillmans, I obtained one valve, removed the head and lapped the valve in with some Ajax powder and a power drill, and that car got her through Uni. Erin purchased an old Honda Civic. She is definitely not into cars, and the only problem she had was running out of petrol regularly. The Honda together with the Nissan also ended up with the recycler. Chelsea, the third daughter, came home with a Mazda RX4 Rotary, purple, lowered with a go faster wing, body kit and RX7 alloy wheels. And a seized engine! Avoiding a long story, it ended up being a fully worked Bridgeport engine, imported 5 speed gearbox, and she wondered why she kept being pulled over.

They have all grown up, as have I, and moved on to successful careers and lives. The American owners made the freight business profitable for the first time and sold it to Asciano via Toll Holdings. Their operating style was different and I didn't enjoy it, so I retired on my 60th birthday in 2007. I did some consulting work, became executive Secretary of the Grain Industry Association of Victoria. An ex colleague also decided to leave and he set up a landscaping and property makeover and maintenance business. With my background in the building materials business, I help him a couple of days a week, to keep fit and active. It is not in my makeup to retire, sit on a couch and read a book, and I also joined the local Rotary Club.

Any spare time is taken up fiddling with the TR6. It has never let me down in the 11 years I have had it. In that time I have made improvements to make it presentable and more driveable in today's traffic. I have upgraded the alternator and the wiring, totally renewed the seats, seat belts, the fuel system from a new alloy tank right through to the injectors. The rear springs are new and the drive shafts now incorporate new large hubs and constant velocity joints. I have installed a large electric radiator fan, some new external lights, new radio and speakers, brake and clutch hydraulics, and a fuel pressure gauge. In the cabin I have lights to tell me when the thermo fan turns on, when the overdrive is on and when the connection to the inertia switch fails. There is a reversing camera which is very unobtrusive and a screen to reduce the buffeting when the top is down. I renewed the top about two years ago.

Member Profile - Terry Roche

There it is; my profile so far. My daily driver is a Commodore wagon. I purchased it new in 2004 with a heavy-duty tow bar to tow our small caravan. I converted it to LPG in 2007 courtesy of the Federal Government's rebate scheme, and it has not missed a beat in 230,000kms. It is so practical for odd jobs, towing the Rotary Club trailer, picking up large hardware items and the like. I will probably keep it until it needs to go to the recycler with the others. Jan likes a newer car so she has a Honda Jazz, which at this early stage has been very good.



Being involved in the music industry, the Sydney corporate world, the Queensland building and furniture industries, Government bureaucracy in Victoria, the Road Transport Industry and the cropping sector has been fascinating, and it has exposed me to all sorts of people and situations. Jan and I continue to enjoy our involvement with the TCCV. Long may it continue.

Smart Meters

Wi-Fi and Associated Radiation – Smart meters phones/devices

Although this is not a Triumph story I thought it worthwhile sharing my experience with members in relation to my smart meter because the jury is firmly out on the associated dangers of these insidious things and the debate is now firing up once more about devices generally. No doubt we are all familiar with the argument regarding the electronic fields put out by devices, and my musings do not support either side, nor do I say that my experience and outcomes describes a world breaking announcement, however what I can do is tell you what happened to me and you can make up your own minds. Perhaps whilst doing so you can also consider why insurance companies are now refusing to recognise claims in relation to exposures.



Being in an older house my meter was located in the wall by the front door and inches away from my sleeping head, the main bedroom is just inside the front door. Along came the new meter, I thought nothing of it as I had been assured nothing adverse would come from it. Within weeks I began to feel unwell, naturally I made no connection to the meter. My TV would flicker and the signal would go for seconds at a time. I thought hum well time for a new one, never put the two together, why would I?

Smart Meters

I became aware the smart meter would send and receive signals around 6 pm and 8pm, oddly at the same time my TV would lose signal, often as the footy was starting. Ignoring my health, I spoke with two engineers about my signal issues having already spent money on a new aerial and cable, both consultants asked----have you got a new smart meter. When I said where it was, both said move it. Why? Well the experts say it's not safe to sleep [be close for extended periods] near one of the new smart meters. I said hang on we are talking about my TV how does this fit. I left the meeting confused and worried.

By now I have replaced the aerial and wiring to my TV. I had a technician check the TV and its signal strength and was assured all was well---you don't need to buy a new one. I spoke to several other people about my concerns and was told they too had similar issues with TV signal strength. Importantly this was well before the new wave length changes which we were suddenly told we needed, was completed. You may recall we were instructed to re tune our tellies to get the new batch of stations – hum!

I wasn't giving up; my cries to various authorities were laughed at. So I arranged to re-locate the meter at my expense.

My smart meter is now on an outside wall well away from all and sundry. I asked for a lead shield to be placed behind the unit. Speaking to the 'specialist smart meter' authorised electrician [as you cannot just move a meter] he informed me that lots of people were doing likewise.

Not withstanding my health, the TV issue is now history and was history the very moment my meter was switched on in its new location. You be the judge, months and months of signal interference gone. I'm not saying go and move your smart meter, can I say black and blue the smart meter was the direct cause of my signal issues, nope!

Irrespective of my TV issues, just how much radiation are we suffering, why are insurance companies refusing to cover these issues, why did we switch our TV signals, why are we being issued with new wi fi units that have a revised down signal strength. You can bet no one will tell us.

My advice, use sparingly, turn off devices and never sleep near one.

Too late!

Christopher Sallmann



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

Gerald Correctly Catches Oil

After many attempts to control oil consumption caused by build-up of gaseous pressure inside the engine using a positive crankcase ventilation (PCV) system, Gerald now boasts a comprehensive solution.

I purchased an oil catch can (OCC) at Wangaratta's SuperCheap Auto store on the way back from Cootamundra. Fitment was easy because there is plenty of room under the bonnet. But still too much oil was being lost. Conflicting advice to connect the OCC's outlet hose to a vacuum point on the inlet manifold, or not, meant both options had to be investigated by experimentation.

A plate with a pipe attached replaced the petrol pump blank on the "passenger side" of the block. A 13mm heater hose linked that plate to the inlet OCC, with another 13mm heater hose outlet going to a plastic open bottle. This arrangement did not stop oil being forced from the oil filler cap atop the rocker cover.

Purchasing a Spitfire rocker cover having a side pipe protruding on the carburettor side was designed to reduce pressure there. Slicing the OCC inlet hose, fitting a brass T-piece with suitable barb screw-in ends, allowed a hose connection to the rocker cover. But still, too much oil got passed the OCC and into the plastic bottle.

Googling "Oil Catch Can Design" reveal dearer ones have baffles and filters inside. Mine had neither. See Figure 1. I made them using a dress-plate for an inside car door handle, three long self-tapping roof screws, and some steel wool. See Figures 2 and 3. Eventually I remembered to punch holes in the dress plate. The other improvement was to extend a hose on the OCC inlet side to below the dress plate. The dearest parts were the OCC, about \$75, and the brass fittings, about \$30. Figure 4 shows the whole system.

The next improvement will be to fit a tap to the bottom of the OCC, to make draining easier.

Alan Andrews



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 24).

New Members

Frank Santoro attended the January meeting and was welcomed to the club.

Club membership

With other members paying their dues a little late this now brings our total membership as at 1st February to 234. 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
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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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