

March 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 †
Roger McCowan
Graeme Oxley
Fay and John Seeley
Lionel Westley †

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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.

Front Cover Photograph

On the cover this month is Luke Wretham's sedan and Terry Sulley's Stag parked opposite Pertutti Café in Carlton on Sunday 4th March. Twelve members attended the monthly breakfast with the usual car conversations and gossip. Extra entertainment from the delivery of breakfasts, who knew toast and tea were the hardest thing to make? There was a display of Italian cars further up Lygon Street to finish off the outing.



Current Advertising Rates - (11 issues published annually.)

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

The TCCV appreciates the support of advertisers in this magazine. It should be noted that acceptance of an advertisement for publication does not imply endorsement by the Club of the advertised product or service.

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It was great to see two major events so well attended in February. The worldwide Drive Your Triumph Day and the All British and European Classic Showcase saw large numbers of TCCV members and enthusiasts from other clubs make these events huge successes. Features on these events appear later in the Trumpet and it was great to have new member Bob Miller volunteer a report on the Showcase. Hopefully this inspires more members to lay pen to paper, or should that be a finger to keyboard ?

March also started on a high note for those who attended the monthly breakfast.

Exciting news also is that following negotiations with the company that has taken over the printing of *The Trumpet* we are now able to print our magazine in full colour at a very nominal increase in cost. Over the next few months Roger McCowan, our Publications Graphic Designer, will be able to modify the format to make best use of the colour to give better definition to photographs and diagrams. Please keep those articles coming in with lots of photos so we can make the most of this change.

At the last committee meeting it was discussed that we could have more advertisers as a service to members. We have established a volunteer position whose job it is to identify Triumph Service providers and maintain advertisers and source new ones. Volunteering for this position would be of great assistance and would not take much time (a few e-mails and possible follow up calls) Please consider offering your assistance by contacting Club President Terry Roche.

Additional discussions with the printers to enable the *Trumpet* to be delivered during the week prior to the meeting necessitates a strict copy deadline. In this and future editions we will notify the cut off date for articles to enable us to meet the printers timeframe. After that we are unfortunately in the hands of Australia Post. The April deadline will be slightly earlier than normal as several of our regular contributors will be departing for Tasmania at the end of March, as well as Roger McCowan travelling overseas to visit his daughter and we wish him happy travels and a safe return.

Safe travels to all those venturing to Tasmania, we look forward to a detailed report for a future *Trumpet*.

Enjoy your Triumph

Linda + Roger Makin



COPY DEADLINE for April Trumpet

Sunday 25th March

Please forward to editor@tccv.net or contact Roger on 0447 762 546

Upcoming Events!

March 2018

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 [Click here for Itinerary.](#)

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.

15th – American Motor Show at Yarra Glen Racecourse.

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 27th May will be the CALTEX Truck Stop at 0730hrs at Avenal, which is approx 115km 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.

20th TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

July 2018

1st TCCV – Monthly Breakfast. Venue TBA. 9am.

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

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

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

Smoke Signals from the President

Autumn has now arrived, and weather wise in Victoria it is traditionally the most stable and pleasant time of the year. Our cars are not usually challenged by the searing heat of summer, and we with convertibles can cruise happily without much risk of being burnt to a crisp.

Hopefully our cars remain reliable during this period. This can't always be the case, however, and when problems arise, we often seek the assistance of one of the small number of well-known workshops in Melbourne. Whenever our technical problems, or recent service experiences arise in general discussions, the same small group of workshops are invariably mentioned. However this small group is getting smaller through business buyouts, closures and the like.

At our February General Meeting, concern was expressed that the traditional list of workshops was shrinking. While this might be correct, I am not convinced that our options have necessarily lessened. There were 850 cars at the RACV Classic Showcase at Yarra Glen on 25th February, all proudly displaying competent maintenance and restoration work of some type. After talking to a number of people it is obvious that there are many organisations and individuals that provide such services. TCCV does not have a comprehensive list of these organisations and individuals. We rely a lot on "word of mouth".

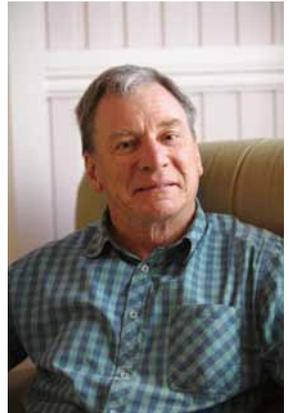
John Seeley correctly pointed out that we used to have such a list in a Member Services Directory, which was last published in 2010. Given the continual change in the industry, and the cost of regularly publishing an up to date hard copy directory, I am proposing that we use our website for this purpose. The first steps are to assemble a list and then sort or catalogue the information in some way.

I am therefore asking all members to provide a list of contacts and businesses that they have used for some work on their Triumphs. People that you would be happy to recommend. Your contacts should be sent in the first instance to the car captains for the vehicles that have been worked on. You should update your list as your experiences change, or a new contact is made. Ultimately we will have a resource available to all members.

The trips to both Tocumwal and Tasmania are getting closer. I have a lot on at present, so I started my preparatory maintenance early, and my TR6 is in good shape. I did find that my front wheel bearings, installed about a year ago, were a bit loose. They had obviously bedded in a bit over the last few months. An oil change prior to leaving for Tassie is all I need to do. Just as well as earlier this week, a young lady drove into the back of my daily driver Holden when I was stationary at traffic lights. The Holden is now in the panel shop, but because of its age, it might be written off. I am not happy as it is an excellent reliable car, worth much more to me than the depreciated market value her Insurance company claims, a damaged tailgate and rear bumper may render it a write off. Not Happy, Jan..... The young lady claims that her foot slipped off the brake pedal. Texting more likely.

Stay Safe

Terry



Drive Your Triumph Day

10th February 2018

The Victorian branch of the Triumph Car Club of Victoria and Members from the TR-Register embraced Rye Livingston's dream of Driving Your Triumph on Sir John Black's Birthday. I had organised an interesting day with a scenic drive to Barwon Heads and lunch at the local Pub.



When I backed the Stag out of the garage it looked like it was going to be a beautiful sunny day. The Convoy meeting place was the BP Service Centre on the Geelong Ring Road at 10am. At 9am Jeff Garfield and his mate Tyrone in his Stag, and John & Judy Preston in their blue TR4 with nice shiny chrome 72 lace wire wheels arrived at our place for the drive to Geelong. The closer we got to Geelong the weather had changed and looked like it was going to rain on Sir John Black's Birthday convoy.



10.30am was departure time. Local identity Barry Ward and his wife Pam in their TR6 were to be convoy leader to Barwon Heads. All up 36 Triumphs and 3 modern cars with 70 people were ready to head off to the Barwon Heads Hotel for lunch. With the number of cars from the Triumph Car Club and some from the TR Register Sir John Black must have been smiling from the heavens above. At the Servo there were Stags, TR2, 3, 4, 6 and 7's. Also a Vitesse Saloon, 2500s, MK1 2.5PI and Spitfires. It was nice to see that Terry Roche bought along his grandson to be navigator.



It was a truly magnificent sight. There were so many Triumphs and Members. Just before we headed off the heavens opened up, there



Drive Your Triumph Day



was a rush to erect soft tops as nearly all the convertibles had their roofs down. We left on time and I was at the end of the line and it was a top sight looking ahead. Barry had chosen a route with no traffic lights, it was around a 30 minute drive to the pub for lunch and it drizzled on and off for the journey. The staff at the pub were ready for us and they did a wonderful job getting the meals out. Manager Susie did an excellent job and organised a PA system for us. Kate had regular phone calls from me as I amended the number of seats from 30 to 40 to 50 to 60 and finally to 70. Some enjoyed the pub so much that they went back the next day. I can highly recommend the Barwon heads Hotel for lunch (03 5254 2201).



After lunch we had free time to check out the local shops, there sure were a lot of women's shops. The ice creams looked very tasty, just ask Nadine Powell. The weather had greatly improved and the soft tops came down as we formed up for the drive back home around 2.40. Roger McCowan and I headed off to get photos of the cars crossing the trestle Bridge over the Barwon River. This bridge is similar to the Kirwin Bridge over the Goulburn River that we crossed on the way to Griffith three years ago.



Drive Your Triumph Day

Nick and Jenny Costalunga volunteered to lead the convoy over the bridge and a big circle back into Geelong and end up at the Avalon BP Service Centre for a coffee. All up it was a wonderful day spent with Triumph enthusiasts. Sir John Black would have been very proud of the display. In 1949 Sir John Black saved Triumph from financial ruin, if it wasn't for him we may not have been driving our magnificent Triumph cars in 2018.

In 2019 the 10th Feb is on a Sunday, put this date in your diary. Check out photobucket for photos of this year's event. A big thankyou to all the TCCV members who turned up and John and Leonie Johnson from the TR-Register for getting 9 sidescreen cars along. Next year I am hoping to get 50 cars for this day.

Below is the website Rye Livingston set up for the Drive Your Triumph Day, there are already hundreds of photos from around the world on this site. Rye is from the Triumph Travellers Sports Car Club in Northern California, Google their site as they have a large variety of Triumph cars.

<https://driveyourtriumphday.shutterfly.com>

Graeme Oxley

An e-mail received from Rye Livingston:

Thank you to everyone who participated in Drive Your Triumph Day (DYTD), in celebration of Sir John Black's birthday, February 10, 1895.

I'm amazed and very pleased to have received photos from around the world: England, Scotland, Ireland, Finland, New Zealand, Australia, Czech Republic, Germany, Switzerland, Holland, Netherlands, Uruguay, Canada and of course all over the United States.

I've created a Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Click on "Pictures & Videos", and then you'll see some photos scrolling across the page. Click on one of those, or the album name, to look at larger individual photos which include the owners name, year and model of the car, and where the photo was taken. There is also a comments option at the bottom if you want to comment on your favourite photos.

Be sure and save the date on your calendar for next year, February 10, for DYTD 2019.

Regards,

Rye Livingston

Activities Chairman

Triumph Travellers Sports Car Club

Celebrating our 60th year



British & European Showcase

Yarra Glen Racecourse, Sunday 25th February

Hi, I thought I would tap out a few lines on Classic Showcase. As luck would have it I grabbed a flyer at the February TCCV monthly meeting (my 1st TCCV meeting). I wasn't planning on going as I had a mate riding his motor-bike over from Perth and he was going to drop in on us, on Sunday morning on his way to catching the Spirit of Tasmania.

But in a stroke of luck for us, he had fairly grotty weather virtually all the way, so didn't make as many side trips as planned and got to us a day early.

We had a fantastic Saturday catching up on 10-15yrs of goss' and I of course couldn't wait to show him the TR6 that I had bought last October. With the flyer still in the TR it didn't take much maths to work out we could do the show and get back for the boat.

I had planned on parking in general admission, but the guys in the fluoro jackets soon had us parking with the Triumphs and the TCCV. Driving down the driveway we were like two kids in a candy store, it's a pity the human head can't quite do a 360.

We hopped out and had planned to do a quick tour, and then come back for a chat with the TCCV mob.

After about four hours we finally made it back to the Triumph display, and what a fantastic array they were. Looking at the cars on display and mine, I think next year I'll park in general admission.

I think overall the standard of cars on display was amazing and although some marques had several of the same model on display, there were no two cars alike, unlike most modern vehicles where the only way to differentiate them in the car park is the different coloured ribbon tied to the aerial.

I could rabbit on for hours about the curves, beautiful flowing lines and favourable front/rear weight balance, but you might think you're reading fifty shades of grey.



British & European Showcase



The drive back down through the Christmas Hills to home was very pleasant, being escorted by a lovely old Wolseley, though I'm not sure the X5 behind was enjoying the curves as much.

Hopefully I'll get to some more events soon.

Cheers for now

Bob Miller (green TR6)



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Jack Brabham's Herald-Climax

A recent book purchase has an article written by John Bolster about Jack Brabham, Australia's own world champion formula one racing driver, and his connection to Triumph Heralds. The original article was published in the September 1960 edition of Autosport, and portrays Jack Brabham's performance conversion available to the general public for £395.

Referring to the Herald's 948cc engine, Bolster wrote, *"It occurred to Jack Brabham that, while this engine gave enough speed to satisfy the typical owner, there was a reserve of roadholding in that all-independent chassis which was simply not being used. The car itself is certainly engineered for 100 m.p.h. motoring, but the normal engine does not 'take tune' very readily, and certainly could not be developed to produce that sort of performance."*

I cannot comment on the level of engineering, but certainly a 100 mph Herald-powered Herald is the stuff of fantasy and dreams.

The conversion implied replacing the Herald engine with a 1,220 c.c. Coventry Climax. Necessary alterations included evolving a special 8 inch clutch to mate up with the Triumph gearbox, fitting a deeper radiator block, and because the Climax was longer than the 948, an electric fan with a thermostatic switch set to cut in above 75 degrees Celsius in front of the radiator. *"Absolutely nothing had to be done to the car itself"*, Bolster continues, except that the brakes were reworked to cope with the greater speed by fitting M20 linings and larger wheel cylinders. The gear ratios and suspension settings were unchanged.

Bolster commented that the 83 bhp single overhead-camshaft Coventry Climax alloy engine block and head was lighter than the 948 items, resulting in better roadholding.

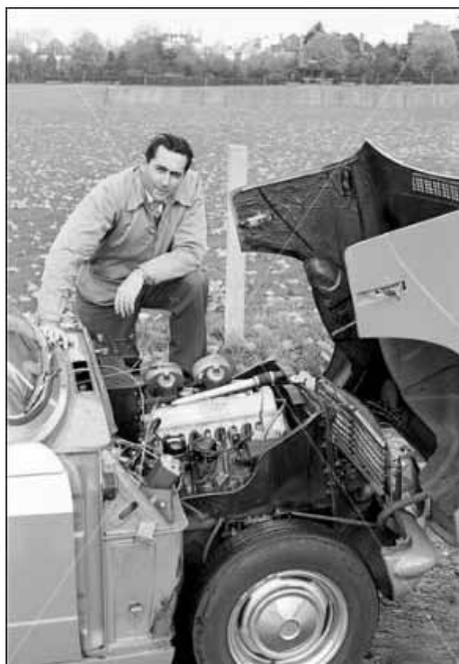
Lots more could have been done in the conversion, but Bolster suggested that Jack's object was to *"produce a conversion at a reasonable cost"*, and not to 'gild the lily'.

The recorded performance figures are: mean maximum speed in ideal conditions 102.2 (85) mph; 0 – 60 mph in 10.8 (26.7) seconds; standing quarter mile in 17.6 (23.6) seconds. Bracketed numbers are for a standard 948 Herald Coupe.

Bolster sums up: *"Thus the Herald-Climax is a perfectly tractable family car"* which *"was able to overwhelm those large 120 mph machines"* causing their drivers to shake their fists and blow their horns until they disappeared in the rear-view mirror. And on the numbers, I agree with him. Well done Jack Brabham!

Alan Andrews

Herald Coupe Owner



Tech Tips

Armstrong Shocks

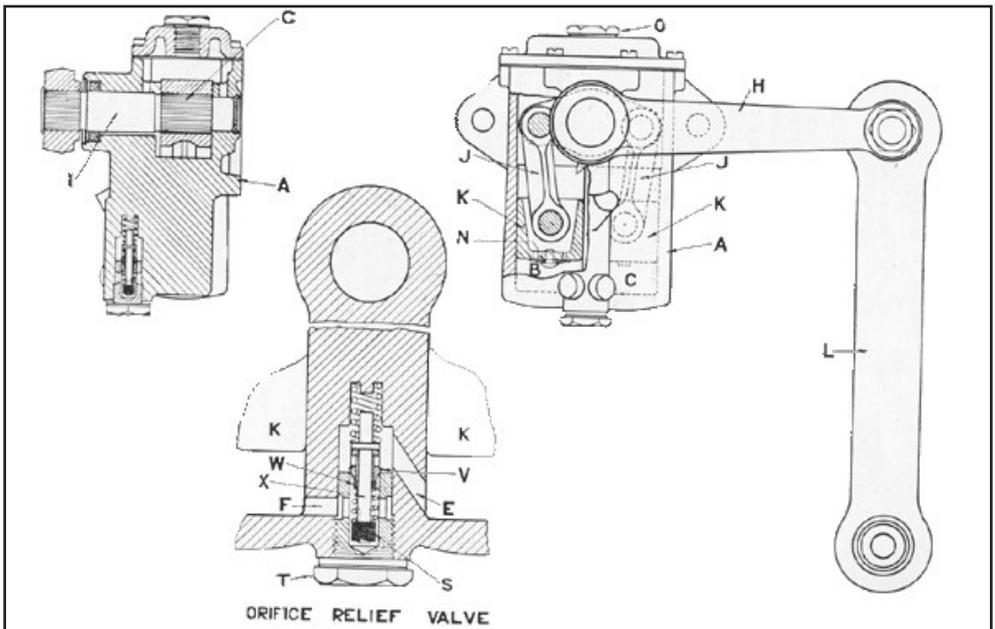
Here is an interesting article I found on a Singer web site from the UK, that talks about our shocks, how they work and how to adjust their resistance. I also found a maintenance tip from a British Car club in Texas. The writer there suggested cleaning out the shock with kerosene then refilling with oil. You have to remove the unit from the car for this but that is fairly simple. With the valve cap up, (screw T in the diagram) remove it. Pull out the valve unit and put it in a kerosene bath. Now dump out the oil from the chamber. It only holds a few tablespoons of oil. Fill the chamber with kerosene and work the lever and watch the fluid being pumped back and forth. Do this a couple of times then drain it and refill with oil. When I did mine I worked the oil back and forth then drained it just to make sure all the kerosene was out. The article below says you must use Armstrong Super Shock Oil but lots of people use engine oil. This sounds like a good winter project, however when I did mine it took only a half hour each for the front shocks.

The Armstrong Lever Action Shock Absorber

The Armstrong New Super Double-Acting Self-Regulating Hydraulic Shock Absorber is of the Vertical Cylinder Type. All working parts are submerged in oil.

Construction

The body A is a zinc alloy die casting and bolts directly on to the frame of the car, the two cylinders B and C being connected by passages E and F. The double crank G and arm H are a force fit on serrated portions of spindle I, which rotates in the body A on generous



double bearings. Connecting rods J connect the crank G to pistons K to which non-return recuperating valves N are fitted. The arm H is connected to the axle of the car link L.

How It Works

As the axle moves to and from the car frame, so the pistons move in and out of their respective cylinders pumping oil from one to the other. The interior of the body is filled with oil to within 3/8" from top of cover, any shortage of oil beneath the pistons is instantly made good though the recuperating valves N.

Cam Valve (Self-Regulating)

As the car axle moves to and from the car frame the oil pumped from the compression cylinder B to rebound cylinder C or cylinders C to B, and has to pass between the taper ended valve P and screw Q, which is adjustable to offer any desired resistance to the action of the axle.

As will be seen from the drawing the upper end of the valve F is held in contact with the cam on spindle I, which means that on fairly good roads the valve P is in its lightest setting and shock absorber gives a normal resistance--just enough--yet not too much to produce harshness, but when bad roads are encountered the spindle I oscillates and the contour of the cam depresses the tapered end of valve P further into the central port of screw Q and thereby increases the resistance of the shock absorber.

The automatic, variable resistance obtained from the cam movement makes this shock absorber entirely self-regulating, the resistance automatically increasing as required thus enabling the car to pass over bad with comfort equal to good roads.

Screw Taper Valve

As the axle moves towards the frame the oil is pumped from the cylinder B to cylinder C, but as it has to pass the spring loaded valve R a resistance governed by the tension on the spring is offered to the movement of the axle.

On the return or rebound stroke the oil is pumped from cylinder C to cylinder B, and as the ball valve only opens in one direction the oil must now find its way to cylinder B past the taper screw S, which is adjustable to offer any desired resistance to the rebound of the car spring.

Adjustment Of Cam Valve

Both rebound and compression are controlled by screw Q, to tighten rebound and compression slack nut T, taking care that the screw Q does not turn. Turn screw Q half a turn inwards and lock up the nut, taking care the screw Q does not turn.

To reduce the resistance follow the above instructions, but turn screw outwards.

Screw Taper Valve Adjustment

Both rebound and compression are controlled by screw S.

Tech Tips

The same instructions apply as for cam valve, but refer to screw S and nut U.

Note.--Shock absorbers adjusted too lightly make your car feel harsh and hard; we recommend slacking off first in case of doubt.

These shock absorbers will only work satisfactorily on Armstrong Super Shock Absorber Oil. Examine your shock absorber oil lever regularly. The correct level is 3/8" from top of cover.

Double Note: I personally have found these shocks to be quite reliable and I have been able to resurrect several of these by just general cleaning and fresh oil. You should try that first prior to sending it out for rebuilding.

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Buy – Swap – Sell

FOR SALE

Set of four "Austone" CSR69 195/75R14 Tyres, travelled only 84 miles approximately 18 months old. \$200.00 (I purchased a set original mags with new tyres).

Please contact Peter Fisher, 0409493423.

2018 TCCV Photo Challenge

Introduction

Whether it is the Trumpet, the TCCV website, or the Club's Photobucket, photos are how we represent our Club, in what we do and how we do it. Thus, there is value in encouraging members to take interesting photos rather than "happy snaps". Last year's Photo Challenge highlighted some excellent photography and Geoff Edwards who judged all the entries explained why particular photos appealed and also gave advice about how photos might be improved, perhaps by taking the photo at a different angle, or at a different time of day.

We enjoy our Triumph cars; going for drives in them, tinkering with them, etc., so this year the emphasis is on **ACTION**.

The Brief

We want you to go out and photograph a Triumph car in an **interesting** way. Technical quality is not as important as evidence of an **imaginative** approach — boring snaps taken at club displays are out!

Your submitted photos may be either colour or black-and-white. It is preferred if they are digital JPG format at the best resolution available. The Club will arrange for the display of winning photos.

2018 TCCV Photo Challenge

As in past years, there are three categories, although with a bit of a twist this time:

- » Triumph Cars In Action
- » Triumph People In Action
- » General

Cars in Action implies movement. At right are a couple of sample photos (yes, one isn't a Triumph but it is definitely moving).

People in Action could be washing the car with suds everywhere, a grandchild polishing a bit of chrome bumper, or topping up the windscreen washer bottle and having droplets sparkling in the sunlight, or attempting to change a wheel - be imaginative!

We've included the **General** category for those who would like to hone their photography skills but for whatever reason, can't get an opportunity for an action shot. Perhaps the pet dog sniffing at a wheel, or the layout of tools in your garage?

Apart from that, there are no restrictions on how or what you photograph, provided the subject includes a car (or part thereof). It is preferred if photos have been taken within the past 12 months.

Be creative!

The Rules

1. The 2018 TCCV Photographic Challenge is open to all TCCV members and their families.
2. Entries must feature a car or cars as the subject matter, though the photographer may interpret this theme as he or she wishes.
3. Each photographer may submit up to three photos in each category (total of nine photos, maximum).
4. Each image filename must be in the format: category_photographer-name_image-no, where "category" is TC (Triumph Cars), TP (Triumph People), or TG (Triumph General). E.g. TC_rmccowan_01.jpg.
5. All entries must be submitted by **Wednesday 16th May 2017** (meeting night), to the following e-mail address: triumphguru@gmail.com with the Subject line "2018 TCCV Photo Challenge", or at the meeting.
6. TCCV reserves the right to publish selected entries.
7. The decision of the judges will be final. Negotiations will not be entered into.
8. Results will be displayed and prize winners announced at the June meeting (20th).



Improving TCCV Trumpet

For many years, the TCCV *Trumpet* has enjoyed the reputation of being a quality magazine, in terms of content, presentation, and publication standard. Now, with the prospect of full colour for every page, the *Trumpet* has the potential to soar to new heights. In order to achieve this, it would help the Editorial and production team if contributions for publication in the *Trumpet* conformed to a few simple guidelines, as outlined below.

- » Written articles should not use UPPERCASE words anywhere, except for acronyms, like EMR or TCCV. This includes headings! If emphasis is needed for individual words or phrases, use *italics* or **bold**. Uppercase for emphasis was used with mechanical typewriters, but not for computer-based word processors.
- » If there are diagrams or photos, please provide them at a resolution of at least 1000 pixels width (Photobucket has a typical maximum of 640 pixels width). If you do any photo editing (with Photoshop, GIMP, etc.), make sure you save the edited images with at least 90% quality.
- » Ensure that photos and diagrams are sent as separate attachments in the e-mail, along with the word processor document. Also, it is better to have them as attachments, not embedded within the e-mail. Some programs (e.g. Microsoft Word and Microsoft Outlook) try to be “helpful” by reducing the size of photos and images – they might look OK on the screen, but look very poor when printed. By all means, include them in the document at the locations you prefer, so that when the publication layout is being done, the article will turn out the way you expected.
- » If you write an article about a Club event at which you (or others) have taken lots of photos, please use your discretion and include only a selection of photos, perhaps picking those that relate to specific comments in your article. As a rule of thumb for the *Trumpet*, we can typically accommodate one photo per 100 words so, if your article is say, between 450 and 550 words, then we can probably fit about 5 photos. That said, it is OK if you include a couple of extras as this allows some flexibility in the final layout (the big challenge is to ensure that the entire magazine is an exact multiple of 4 pages).
- » If your article includes any references to internet websites, please include the URLs and double-check that they are correct – it is unlikely that the editorial team can guess the correct website if there is an error.

These are preferred guidelines and, as with everything, there will be exceptions. For example, the article on pages 12 - 14 has a single diagram which spans the full width of the page in an article with 877 words. Conversely, our Member Profile stories often require a higher proportion of photos in order to illustrate the story.

Always send your contributions to editor@tccv.net, well before the deadline if possible. This allows the editorial team time to follow-up with you if they have any questions, as well as allowing time to do editorial checks (one article had “cats” instead of “cars” – spell-checker didn’t have a problem with it, but readers would!)

Roger & Linda Makin, and Roger McCowan

Headlamp Upgrade

Why And How To Upgrade Your Headlamp Circuit

By Daniel Stern and Steve Lacker with special assistance from David Hueppchen

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Common Sense Required Beyond This Point

The success or failure of your lighting upgrade efforts rides on the quality of your parts and the quality of your work. It matters how carefully you route wires to avoid chafing insulation. It matters how well you solder connections (crimps and sloppy or 'cold' solder joints corrode and die). It matters how well you shield added wiring from road spray. It matters that you use fuses in the new wiring to protect against vehicle damage due to a new or old electrical fault. It matters that you use high-quality parts that are designed to stand up to the rigors of automotive usage. Such components must be resistant to a wide range of temperatures, road splash, fumes found under the hood of every car, severe and prolonged vibration, etc. It will pay you to select only the products of companies with well established reputations for quality and durability; your \$2.25 bargain no-name relay could easily kill you when it fails on a dark road somewhere, leaving you with no lights. Do not purchase vehicle components based solely on price!

The techniques described in this article will yield excellent results only if the work is carried out carefully and to a high standard, with quality parts and materials and without corner-cutting or sloppy work.

I personally wouldn't perform this upgrade on a really collectible car without taking care to hide all the new wiring. Actually, there's probably not much need to go to high-powered Cibie (or other European-specification) headlamps on a true collector car that is not driven at night. But on a hard-working daily (and nightly) driver like mine, powerful headlights are a real blessing, and keeping the wiring out in the open where it can be seen and inspected helps avoid failures!! Also keep in mind that this article focuses on the general principle behind headlamp wiring. There are many variations in original-equipment headlamp circuit design, and it will be worth your while to examine your vehicle's setup thoroughly, preferably with the aid of wiring diagrams applicable to your specific vehicle.

Why Use Relays?

Power for the headlights is controlled by a switch on the dash. This is **not** a great place to tap into the system, for two reasons: The headlamp switch uses tiny, high-resistance contacts to complete circuits, and the wire lengths required to run from the battery to the dashboard and all the way out to the headlamps creates excessive resistive voltage drop, especially with the thin wires used in most factory installations.

In many cases, the thin factory wires are inadequate even for the stock headlamp equipment. Headlamp bulb light output is severely compromised with decreased voltage. For example, normal engine-running voltage in a "12-volt" automotive electrical system is around 13.5 volts. At this voltage, halogen headlamp bulbs achieve 100 percent of their design luminous output. When operating voltage drops to 95 percent (12.825v), headlamp bulbs produce only 83 percent of their rated light output. When voltage drops to 90 percent (12.15v), bulb output is only 67 percent of what it should be. And when voltage drops to 85 percent (11.475v), bulb output is a paltry 53 percent of normal! [Source: Hella KG Hueck AG, Germany]. It is much more common than you might think for factory headlamp wiring/switch setups to produce this kind of voltage drop, especially once they're no longer brand new and the connections have accumulated some corrosion and dirt.

From the headlamp on-off switch, a single wire runs to the beam selector (high/low) switch. Two wires run from the dimmer to the front of the car: one for high beams, one for low.

Headlamp Upgrade

Here's what we have to start with:

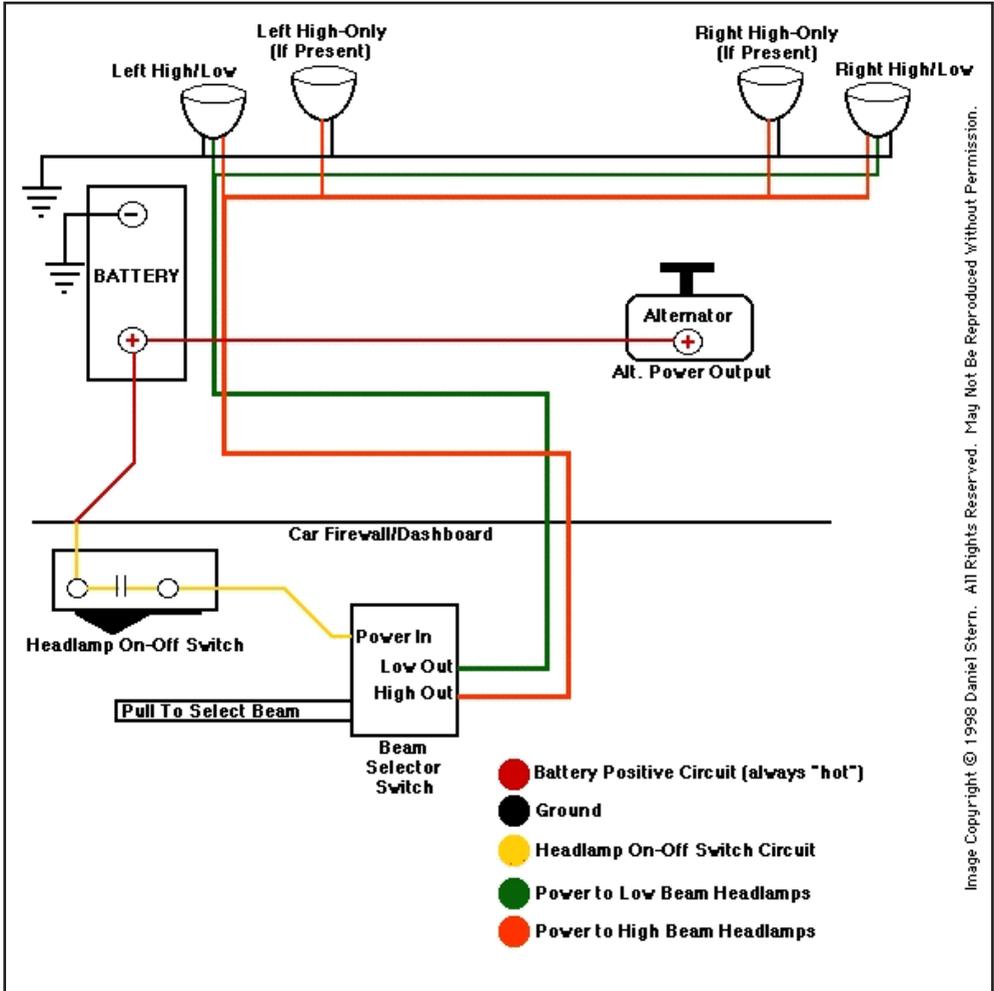


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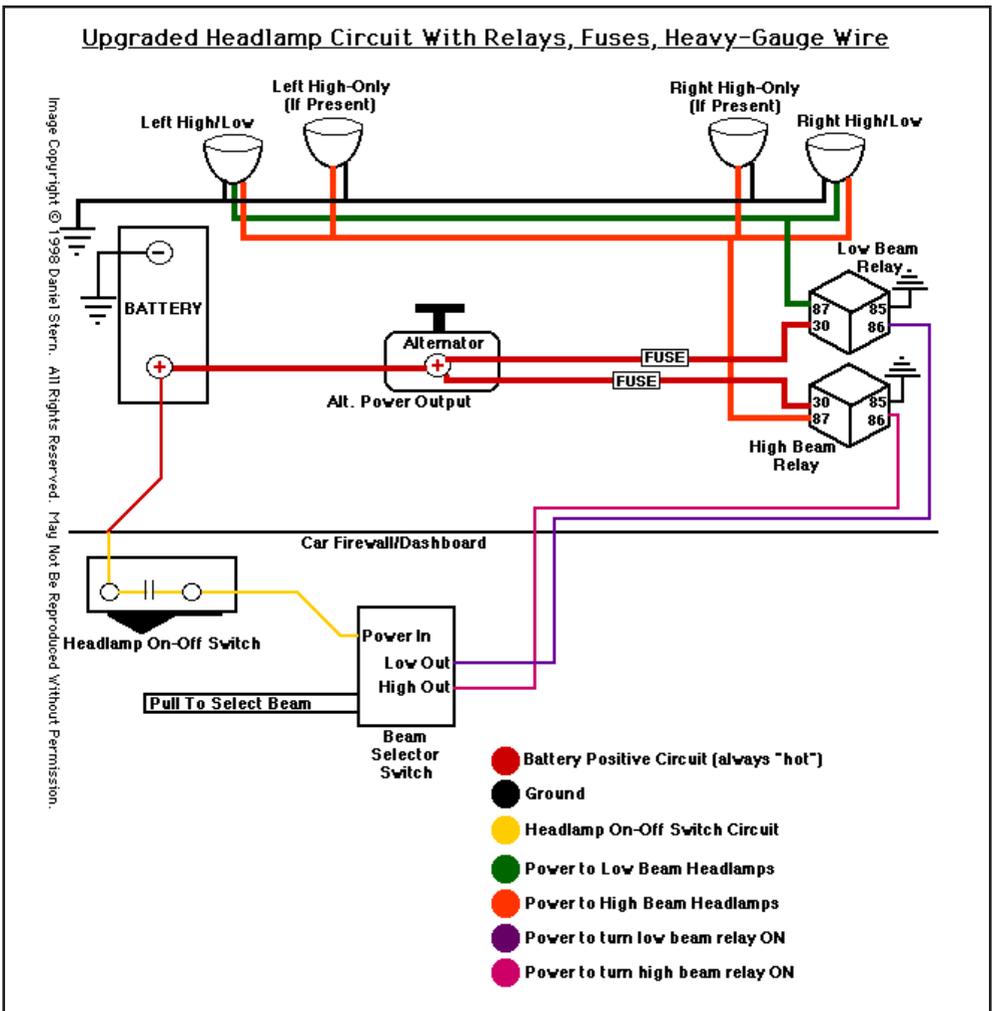
Those are long lengths of thin wire between the battery and the headlamps! Most such circuits produce unacceptable voltage drop. To bring full power from the electricity **producer** (the battery or alternator Positive (+) terminal) to the electricity **consumer** (the headlamps) we must **minimize** the length of the power path between the producer and the consumer, and we must **maximize** the electrical current carrying capacity, or wire gauge, of that power path. But we still want to be able to control the headlamps remotely (from the driving seat), so how do we do that? Install relays!

A switch is a device that completes or breaks a circuit, sending or interrupting current to whatever device we wish to control. A relay is simply an electrically-operated switch. When we send power to the relay with the headlamp switch, the relay completes a circuit between the battery or alternator Positive (+) terminal and the headlamps. Unlike headlamps, relays require only a tiny amount of power to operate, so the thin wires that are inadequate to power headlamps are more than sufficient to power

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relays. We will simply use the existing headlamp wires to switch the relays on and off, and let the relays do the big job of sending or interrupting current to the headlamps. We use relays with plenty of current carrying capacity, which enables us to use heavy-gauge wiring that also has plenty of current carrying capacity. This way, we can bring full current to the headlamps, with virtually no voltage drop, even if we choose to install power-hungry over-wattage headlamp bulbs.

A relay only needs a watt or two of power to activate it. On the other hand, even many old-fashioned sealed beam headlamp systems' total power is over 100W on low beam (even more on high beam), which means they need over 10 amps of current. If either the dimmer or headlight switch has a resistance of only 1 ohm due to aging, that means 10 watts (10 amps * 1 ohm) of heating in the switch. While that doesn't sound like much, remember that these switches can't dissipate heat very well, so they'll get really hot. Don't forget you can solder with as little as a 15 watt soldering iron!



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So what does the headlamp circuit look like when we install relays?

There are several things to notice in this diagram:

Those seemingly random numbers on relays and sockets are universal (by Bosch decree...) terminal designators. On relays, we have:

- 86 is the relay switching (control) circuit input.
- 85 is the relay switching (control) circuit output.
- 30 is the power circuit input.
- 87 is the power circuit output.

Some relays have dual 87 terminals. In this case, you can use one 87 terminal to power the left headlamp, and the other 87 terminal to power the right headlamp. Note that a terminal labelled “87a” is not the same as an 87 terminal.

On headlamp sockets, the terminal designations are as follows (not shown in diagram):

- 56a is the high beam feed.
- 56b is the low beam feed.
- 31 is ground.

The headlamp power circuit begins at the alternator output terminal, rather than at the battery Positive (+) terminal. This so that when everything is in its ‘normal’ state (i.e., engine running, battery charged) then the power for the headlamps doesn’t go through the car’s existing wiring at all. This is especially prudent if your car has an ammeter on the dashboard, because many such gauges must carry **all** current for the entire car. Keeping heavy current loads out of this area reduces stress on the entire wiring system, and eliminates much voltage drop on the charging side of the wiring. The alternator need not push the current for the headlamps through the entire wiring harness to the battery, but rather can supply the headlamps directly via the relays.

You may have heard that it’s not good to take headlamp power from the alternator output because of “voltage spikes”; this is a myth. No voltage spikes are present in an electrical system with good voltage regulation, and any spikes that are present in a system with bad voltage regulation are present in equal magnitude across the entire system. If your charging system is “spiky”, indicated by vehicle lamps that flash brighter and dimmer with the engine running at a steady speed, then you need to fix the problem that is causing the spikes!

The system incorporates fuses in the power supply side of the headlamp power circuit. This is **very important!** When you start tapping into places in the wiring harness that weren’t tapped originally, you ***must*** properly protect the wiring system with fuses. In the case of tapping into the “battery” connection on the alternator, for example: suppose your new headlight wiring (or a portion of the old wiring after the relay) shorts to ground. Without a fuse, you **will** start a fire somewhere! The alternator can pump out 60 amps or more, and the battery can contribute another 80 to 100 amps before the vehicle main fuse or fusible link blows. That’s on the order of 130A flowing through your wires, which will heat them to orange-hot immediately. In the engine bay. Near fuel lines and battery vapours. Not to mention that if you ***do*** blow the main fuse, you are now ***stranded*** as well. And if you own an old classic without any sort of main fuse or total-circuit protection, the entire wiring harness can be quick-fried to a crackling, crunchy crisp in a matter of seconds. I have seen/smelled/heard this happen, and it is not soon forgotten. (Incidentally--if you drive such a car, **add a main fuse or fusible link!**)

Notice that in the diagram of the upgraded headlamp switch, the wires to the headlamps themselves are heavier. If you are going to the trouble of fixing inadequate factory headlamp wires, do a complete job and run good wires all the way to the headlamps. Various products are available to facilitate such an

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improvement, such as headlamp sockets with spring-action terminals to accept wire of your own supply, up to 10 gauge.

Selecting Wire Sizes For Use In Lamp Circuits

Wire gauge selection is crucial to the success of a circuit upgrade. Wire that is too small will create the voltage drop we are trying to avoid. On the other hand, wire that is of too large a gauge can cause mechanical difficulties due to its resistance to flex, particularly in pop-up (“hidden”) headlamp systems. Corvette and Miata owners know this drill! The headlamp power circuit ought to use no less than 14-gauge wire, with 12-gauge being preferable. 10-gauge can be used if bulbs of extremely high wattage are to be used, but be sure to pick a kind that flexes easily if yours is a hidden-headlamp system. Do not fail to use the large wire size on **both** sides of the headlamp circuit! Voltage drop occurs due to inadequate grounding, too! you will only sabotage your efforts if you run nice, big wires to the feed side of each headlamp, and leave the weepy little factory ground wires in place. Most factory headlamp circuits run the too-thin ground wires to the car body. This is an acceptable ground--barely--on a new car. As a car ages, corrosion and dirt build up and dramatically increase resistance between the car body and the ground side of the vehicle’s electrical system. It takes little extra effort to run the new, large ground wires directly to the battery Negative (-) terminal or to the metal housing of the alternator, and this assures proper ground.

Where To Mount The Relays

Relays are very compact--about 1 inch by 1.5 inches. Because they take up so little space, it is relatively easy to mount them in an optimal location. Because the main idea with this upgrade is to minimize the length of the headlamp power circuit in order to bring the producer and consumer as close together (electrically) as possible, it is best to mount the relays at the front of the car near the alternator and near the headlamps. Because you will need at least two relays--one for high beam, one for low beam--you may wish to consider the heavy-duty Hella relays that snap-lock together to create tidy relay banks that can be made to look like factory installations if the wiring is done neatly. These relays also use moulded terminal blocks so that all of the wires come together into one relay socket, which is preferable to having individual wires without a supporting plug. Hella snap-together relays with mounting tabs, terminal blocks and all necessary terminals are \$13.00 each.

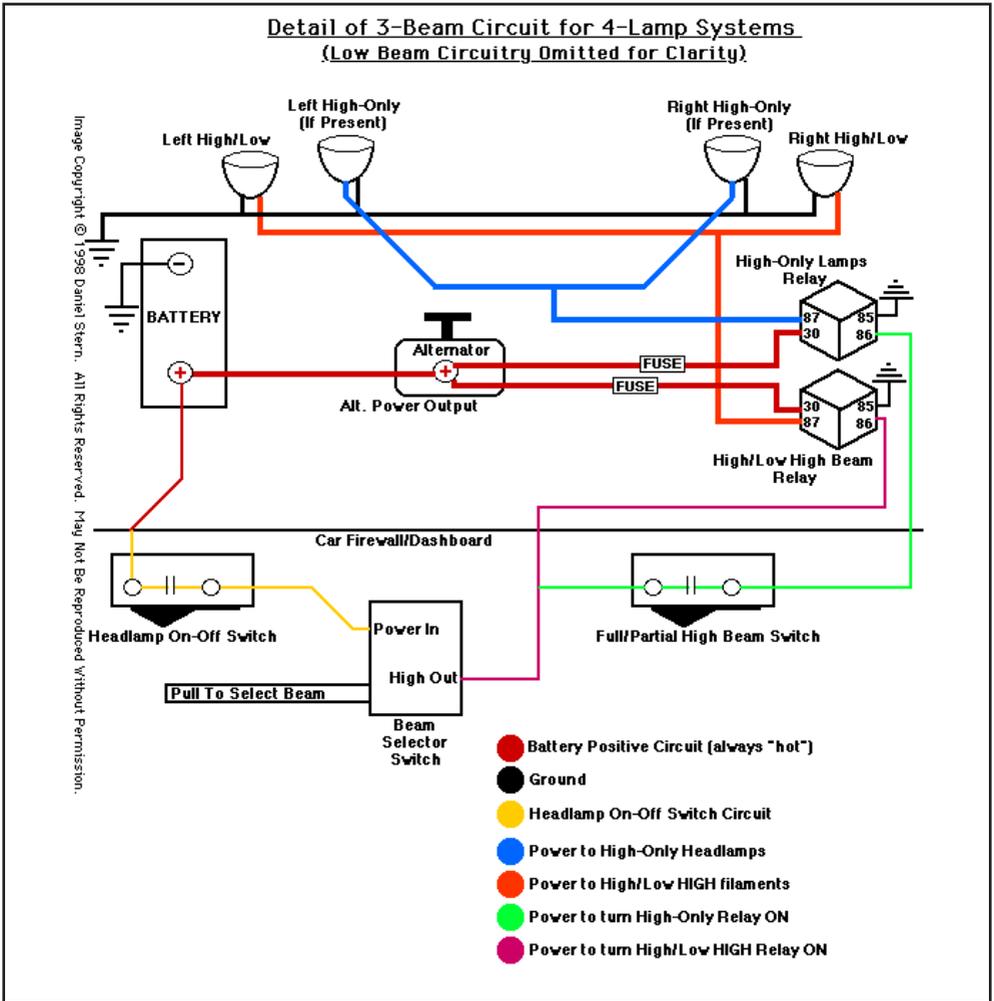
Special Option For 4-Lamp Systems

Here is a way to increase the flexibility and utility of your quad-beam headlamp system. Find a blank spot on the dashboard or the switch console of your car. Install a toggle switch and use a third relay to cut the inner high-only lamps in and out of the high beam circuit. This way, if you’re cruising along with all four high beams blazing, and you see taillights way up ahead or headlamps off in the distance, you can throw the switch and deactivate the high-only lamps while keeping the outer lamps on high beam. That way you won’t dazzle the far-off other motorist, but you don’t have to putter-along on low beam for a mile. It makes for three, rather than two, beam distributions.

To accomplish this, the third relay’s control circuit must be complete only when the high beam headlamps are activated and when your newly added dashboard switch is turned on. At the top of the next page is a diagram of such a circuit.

Notice that the full/partial high beam switch is powered by the high beam feed from the beam selector switch. This circuit will change the operating mode of your high beam headlamps. With the full/partial high beam switch in the normal “ON” position, all four high beams will illuminate when you select high beam with the beam selector switch. If you turn the full/partial high beam switch “OFF”, the high-only headlamps will turn off while the high/low beam headlamps continue to operate in High Beam mode.

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You still use the beam selector switch to shift from high to low beam, but the full/partial high beam switch allows you to adjust the reach of the high beams to get the maximum amount of light without dazzling far-off oncoming drivers.

IMPORTANT: Do not use high beam headlamps in traffic. This includes all high beam headlamps, even with the full/partial high beam switch in the "off" position. It is dangerous and obnoxious to use your lamps in a manner that creates glare for other drivers.

Special Considerations For Cars With Lamp-Outage Indicators

Some cars have dashboard-mounted indicators to tell the driver when a headlamp has burned out. The function of such devices can be disrupted by the installation of headlamp relays. There are ways to maintain the function of a bulb-outage indicator while still using relays. On my own vehicles, I simply remove the bulb from the bulb-outage indicator...I will *notice* a burned-out headlamp!

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

Graeme Johnstone - 1947 1800 Roadster
Glenn Dien – 1965 Spitfire
Maurice Woodman – 1971 Stag
Peter Cullun – 1974 Stag

Club Membership

As at 1st March our club membership stands at 239. Please contact me should you have any queries regarding your membership or renewal subscription. Please also remember to advise of any changes to your personal or vehicle details.

A reminder that a Club Permit registration will not be issued if you have not accrued the necessary Club Points or are not a financial member.

Name Badges

The wearing of name badges at meetings and events assists in members getting to know each other as well as identifying TCCV members at public events and is encouraged.

Name badges are issued to the primary member as part of your joining fees. Partner's badges (or replacements for lost badges) can be ordered at the cost of \$10. Please advise me if you require additional / replacement badges.

Neil Robinson
Membership Secretary
membership@tccv.net

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.

TCCV Membership

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.

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Refer our website for Club Captain contact details

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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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