

September 2018

The Trumpet

The Triumph Car Club of Victoria Magazine



Fairfield Motors

Triumph Spares

The latest technology and old fashioned service.

- Repairs and Servicing to all models.
- Auto electrical repairs
- Air conditioning and EFI servicing.
- A huge range of New and Used parts.
- New Old Stock available.



77-79 Station Street fairfield Victoria 3078

T 9486 3711 E fairfieldmotors@i.net.au

Present your TCCV membership card to receive a discount.

A triumph in driving safety!

iTPMS 8886

tyre pressure monitoring system for iPhone

Driving on a flat or rapidly-deflating tyre can severely damage your expensive tyre, your car ... or worse.

Even under-inflated tyres can place up to 10% strain on a vehicle's drive, and use 10% more fuel.

The Davies, Craig iTPMS 8886 is a unique DIY electronic safety system which monitors tyre pressure and temperature, instantly warning of any problems.

Simple screw-on sensors monitor the pressure and temperature inside each tyre. This vital information is transmitted wirelessly to the in-car sensor plugged into your cigarette lighter and to the app on your iPhone or iPad.

With any marked variation in tyre pressure and/or temperature from your pre-set targets, an audible alarm sounds, the in-car sensor flashes red and the iPhone display tells you which tyre has the problem.

Each purchase earns money for the Club.



\$129 off*

for Triumph Car Club members

Contact John Benson* to order. *RRP

*John Benson, Davies, Craig
- (03) 9369 1234, ext 204



Member price: **\$199.00** inc. GST + freight

*RRP = \$328.90

Compare that to the cost of replacing a destroyed tyre!

For full details, see the Davies, Craig website:
www.daviescraig.com.au





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

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

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 date announced on page 6.

Life Members:

Syd Gallagher †
Roger McCowan
Graeme Oxley
Fay and John Seeley
Lionel Westley †

All correspondence to:

Email: secretary@tccv.net
or Triumph Car Club of Victoria Inc.
PO Box 336, Malvern Vic 3144
(PO Box cleared twice a month)

Table of Contents

Editorial	3, 6
Upcoming Events!	4
Smoke Signals	5
SU Carburettor Types	7
TCCV AGM 2018	8-9
All Triumph Challenge, Winton	10-11
Wheel Tuck Investigated	12-13
Australian Border Force and Old Car Imports	13-18

Club Services

Monthly General Meeting Notice	IBC
Members' Information	19
Triumphs on the Web	19
Event Photos	19
Club Contacts	20

Index to Advertisers

Auto Surplus	IBC
Caulfield Jag Service	6
Davies Craig	IFC
Fairfield Motors	IFC
Shannons Insurance	BC

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.

For the Preservation of the Triumph Marque

Front Cover Photograph

This month's cover features the winning photo in the 2018 TCCV Photographic Challenge, in the "Triumphs in Action" category. The photo was taken by Ian Fox, whose resplendent TR6 is shown below (another Ian Fox photo).



Current Advertising Rates - (11 issues published annually.)

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

Disclaimer

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

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.

A huge boost to Motorsport was the recent opening of The Bend Motorsport Park at Tailem Bend, 104kms east of Adelaide. This privately funded venture includes the only circuit to comply with the latest FIA Grade 2 and FIM category A standards as well as a Group 1 Drag Strip, Go-Karting, Drift and Rally Cross circuits. The main track is 7.7 kms long that stretches the memory of drivers when negotiating the undulating circuit. The owner has incorporated a 100 room hotel (managed by Rydges), convention facilities and restaurants on top of the pit buildings. Caravanning and camping facilities are also well catered for.

For the real enthusiast you can purchase a trackside Villa that includes a man cave to house your toys with direct access to the track. For those just visiting for an event there are also permanent carport pit buildings as well as the main straight pit facilities.

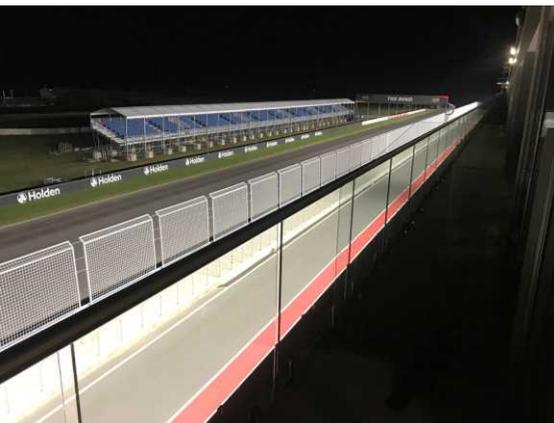
We were lucky enough to stay in the Hotel for our practice day and as the picture shows the view from the room was breathtaking (photo below). Our

Race weekend was saved by the local MTA apprentices who worked on the body and differential of our car in their onsite facilities that included a Low Bake paint shop purpose-built on a semi-trailer. This facility was provided free of charge to anyone requiring assistance and we won their "frequent user award"!

This would be an excellent facility for a combined (all States) Triumph gathering and even if just passing through The Bend we would highly recommend a night's stayover where you can view a display of cars in the foyer, the food and general ambience of Australia's premier motorsport facility.

Having said that we took the long trip home through the Barossa, Renmark and Mildura to hear that Mildura Regional City Council has just called for expressions of interest to develop the Mildura Motorsports and Community Precinct. The proposal is to include a road circuit, motor cycle circuit, Go-Kart track, four wheel drive course and jet boat facility. When this project is

Continued on page 6



Upcoming Events!

September 2018

19th TCCV - General Meeting.
Uniting Church, 117 Murrumbeena Rd,
Murrumbeena at 8:00pm.

October 2018

7th TCCV - Monthly Breakfast.
Venue TBA. 9am.

7th - Euroa Show and Shine. TO BE CONFIRMED: Meet at Avenal 9.00 for convoy run to Euroa. Cup presentation for "Best Triumph". Judges needed - see Grame Oxley to volunteer.

11th-15th TCCV - 13th Combined Vic & ACT Triumph Car Clubs Rally. Ballarat. Motel is the Red Lion and is part of the Sovereign Park Motor Inn at 217-229 Main Road, Ballarat 3350. Contact Marty: 03 5331 3955. Email: manager@socpark.com.

17th TCCV - General Meeting.
Uniting Church, 117 Murrumbeena Rd,
Murrumbeena at 8:00pm.

November 2018

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

5th - Melbourne Cup Parade.
Features Stags.

10th-11th TCCV - Rusty Springs Sleepover. Rusty Springs is an overnight stopover with a difference. See flyer for details. Contact organiser Mal Clark to secure your chosen themed room - contact details on the flyer.

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

December 2018

9th TCCV - Christmas Lunch. Venue: Anne and Lindsay Gibson's at Shoreham. 12 noon.

January 2019

1st TCCV - Paradise Hotel Lunch.
12 noon.

16th TCCV - BBQ and General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 7:00pm.

20th - Eastlink Great Australian Rally. Read the [accompanying newsletter](#) for the event details. TCCV plans for the day TBA.

February 2019

3rd TCCV - Terry Dowel Museum (with the TR Register). Museum address: 30 Buchanan Rd Guys Hill (Beaconsfield). Details TBA.

10th - Worldwide "Drive Your Triumph Day". Details TBA.

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

24th - British & European Car Show. Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

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

Hasn't the year flown! I mentioned at our AGM in August that I thought that we seemed to have a happy club. Members are supporting most of our events and activities and feedback suggests that our Events co-ordinators Graeme Oxley and Peter Welten (The two Ronnies) are doing a great job coming up with interesting ideas, and making them happen. I am pleased that they agreed to volunteer to continue for 2018/19.

I would like to thank the Committee that has supported me, and more importantly the club activities during the last year. Most have agreed to stay on Committee, but I am pleased that David Ferguson has joined the Committee as Secretary. Nick Skinner will remain on Committee as Immediate Past President, but will transfer his Secretarial duties to David, so that Nick and Kaylene have more time to travel. I would especially like to thank Nick for his support during the past year.

All of the new Committee members and volunteers are listed elsewhere in this issue. Volunteers are an essential part of a successful and happy club. Thank you to all of you on behalf of all members. Particular thanks must go to the ladies who prepare our supper, Anne Gibson, Jenny Costalunga, June Madden, assisted from time to time by Jan.

Our first Committee meeting will be in early October, and at this meeting, we try and set a direction for the club for the next two or three years, and then focus on the short term tasks we need to set ourselves to have the club head in the right direction.

An agenda has not been finalised yet, but will include the Constitution, which we are required to have updated to reflect current

legislation. Some By Laws will also need updating. We will also revisit our financial position and direction, and the types of events and activities we believe that our members want. Importantly this is your opportunity to raise any of your ideas. Ring me or send me an email if you would like any matter considered.

On matters Triumph, or specifically TR6, I replaced a dash board gauge bulb recently. I then noticed that my temperature gauge seemed to be reading low. Testing confirmed this so I replaced the sender. Problem fixed? No. The temperature gauge needle went immediately to the maximum position (worse than boiling?) And the fuel gauge similarly over read.

Checking, then more checking, then peering at a wiring diagram convinced me that it was a faulty voltage stabiliser attached to the rear of the speedo. No, after I replaced it there was no difference. It turned out that when I was replacing the bracket that clamps the gauges into the dash, the bracket was touching one of the electrical sender connections. That can happen when you are working blind with a ham fist stuck up under the dash.

We are looking for a volunteer to help Peter Byrnes with the regalia tasks. If you have some spare time, please ring Peter, or Paul Wallace, or ring me, for more information.

We have some great events coming up. Check regularly with the website, or ring Graeme or Peter.

Stay safe

Terry

Editorial (continued)

finished it will be another great facility within easy reach of Melbourne.

With winter over let's hope the sun starts shining and we see more of our cars out and about.

Linda and Roger



**COPY DEADLINE for
October Trumpet**

Friday 28th September

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



CAULFIELD JAG

•S•E•R•V•I•C•E•



For All Triumph Service, Repairs, Restoration And Parts

- Specialist Triumph repair and rebuilds to engine, gearbox/overdrive and suspension
- Performance modifications and dyno tuning
- Personal, friendly service and realistic prices from owners with years of Triumph ownership and experience

Proudly Independent

www.caulfieldjag.com.au

46 Alex Avenue, Moorabbin, 3189

9555 8898

SU Carburettor Types

As a number of our Club's Triumphs, including Gerald, boast SU (Skinner-Union) carburettors, I thought this short piece adapted from the internet might be of interest.

SU carburettors were supplied in several throat sizes in both Imperial (inch) and metric (millimetre) measurement.

The carburettor identification is made by letter prefix which indicates the float type:

1. "H": introduced in 1937 in which the float bowl has an arm cast into its base, which mounts to the bottom of the carburettor with a hollow bolt or banjo fitting. Fuel passes through the arm into the carburettor body. The bolt attaches to the carburettor body just behind the main jet assembly.
2. "HD": introduced in 1954 with the float bowl mounted with its arm fastening directly below, and concentric with, the main jet. The arm has a flange that fastens with 4 screws to the bottom of the carburettor and sealed with a rubber diaphragm integral with the main jet.
3. "HS": introduced in 1958 the float bowl can be rigidly, or rubber mounted to the main body, fuel is transferred by an external flexible pipe to the jet. The jet moves down to enrich the mixture for cold starting using the 'choke'.
4. "HIF": (1982) the float bowl is horizontal and integral (hence the name) Horizontal Integral Float.

5. "HV" (1929), "OM" and "KIF" types also exist but were less commonly employed.

The Imperial sizes include 1-1/8", 1-1/4", 1-1/2", 1-3/4", 1-7/8", and 2", although not every type (H, HD, HS, HIF) was offered in every size.

There were also H models made in 2-1/4" and 2-1/2", now obsolete. Special purpose-built carburettors (Norman) were made as large as 3".

To determine the throat size from the serial number: If the final number (after one, two or three letters, beginning with H) has 1 digit, multiply this number by 1/8", then add 1". For example, if the serial number is HS6, the final number is 6: $6/8 = 3/4$ ", add 1, total is 1-3/4".

The original 1959 Herald, and later models too, were fitted with HS1 type, with the Coupe sporting twin HS1's offering 40MPG. Gerald's twin HS2's offer around 30MPG.

If the final number has 2 digits, it is the throat size in mm. For example, if the serial number is HIF38, the final number is 38, size is 38 mm

Source: Wikipedia.

The official SU company website is: <http://sucarb.co.uk>

Alan Andrews



TCCV AGM 2018

The minutes of the 2018 TCCV Annual General Meeting are available in the "Members Only" section of the TCCV website.

Pictured here are the award winners, and other images of significance.



Ladies Champion, Ann Welten, accepting her award from President Terry Roche



The Peter Shipley Award (determined by the Editor of the Triumph Trumpet) was awarded to Graeme Oxley



Club Champion, Peter Welten, accepting his award from President Terry Roche



The Stan Fisher Award (for the most improved Triumph) was awarded to Keith Brown for his TR5



At left, the ladies who ensure there is a sumptuous supper following every meeting.



The President's Award was presented to Alan Andrews



Guest speaker: Brian Smith



At left, the Office-bearers for 2017-2018

At right, the Office-bearers for 2018-2019



All Triumph Challenge, Winton



All Triumph Challenge, Winton



Wheel Tuck Investigated

Under certain circumstances, Heralds, Vitesses, and early Spitfires suffer from “wheel tuck”. Often the cause of amusement and delight, it can result in dangerous motoring situations.

Put simply, because the rear transverse leaf spring (RTLS) is bolted solidly to the top of the differential, the “light loaded wheel (inside of the corner) has reduced weight and this allows the spring to push the wheel down into a positive camber position. After you go through that corner and the body rolls back to the level position, the wheel that was affected stays in a gross positive camber position. Therefore, if that wheel then becomes the loaded wheel in the next turn, you will have excessive oversteer resulting in the tendency for the rear of the car (to) come around.”¹

This phenomenon is most prevalent when cornering hard or when manoeuvring in tight right-left cornering situations as in a slalom or motor khana. Of course, the more power a car has,

the more easily wheel tuck is brought on. Indeed, I have known accolades given in motor khana events to the driver able to raise the inside rear wheel of their Herald or Spitfire the highest! I could mention names, but discretion prevents me doing so.

This standard design is called a “swing axle”. The driveshaft acts as a lower link in the suspension and the transverse leaf spring doubles as the upper link. However, according to Canley Classics², the “biggest flaw with the Swing Axle design is that the upper link of the suspension (the leaf spring) is longer than the lower link (the driveshaft). This means that as the wheel moves up and down, it will always have a tendency to gain large amounts of positive camber.”

A second problem with the design is known as “jacking” and has to do with the transmission of forces through the tyres and wheels to the chassis when cornering. The suspension’s design generates an unusually high roll centre

which pushes the car upwards. See the accompanying picture to see the effect.

Triumph modified the rear suspension in the Spitfire IV by solidly fixing the lower leaf of the RTLS to the differential, and the rest in a metal box with a pivot pin allowing the spring to “float”, keeping the rear wheel on the inside of the corner on the tarmac. This design is called a “swing spring”.



Wheel Tuck Investigated

Upgrading cars to this standard can be expensive and may require technical knowledge about camber angles, pivot point geometry to establish the “roll centre”, and so on. For a full description, see Reference “2” below.

Another interesting solution is offered by an American company by fitting their “camber compensator”. The kit consists of a specially designed leaf spring to the underneath of the differential and to side brackets at the wheels. If you want to know more, visit Reference “1” below.

My personal solution is not to drive in such a way as to invoke the problem. Anyway, Gerald would not approve.

References:

<http://www.spitlist.info/CamberCompensator.html>

<https://www.canleyclassics.com/technical-archive/swing-springs/>

Alan Andrews

Australian Border Force and Old Car Imports

Introduction

Australia banned the importation of Asbestos and ACMs (Asbestos Containing Materials) at the end of 2003. After 13 years of looking the other way, for the last 18 months, Australian Border Force has been actively targeting second hand car imports looking for asbestos - and as you can only legally import a car made before 1989, it means predominantly cars over 30 years old. Others caught up in this are newer cars brought in temporarily for rallies and other events.

They are not only looking in the obvious places, like brakes, clutches and gaskets, but also in wiring loom insulation, headlining, under body sound deadener (sealer), door frame padding, windscreen caulking, windscreen washer bags, and body items like air scoops and ducts. The technique used is called, for good reason, “destructive testing”, and entails removal of material

for testing, thereby irretrievable destroying the originality of the vehicle. It has also been reported that sealed compartments e.g. double firewalls, have been drilled to see if any asbestos is contained in the sealed cavity. ABF don't actually get their hands dirty, but direct it be done by external “hygienists” etc.

This has stopped many old vehicles coming to Australia, both temporarily and permanently. The debacle over the 6 asbestos-free Maseratis being turned around at the wharf made news around the world. Two of these were Australian-based cars which had been sent overseas to be restored with asbestos-free components. People wanting to take their pre-2004 cars overseas for rallies now cannot do so because they may not be able to bring them back. It also prevents people repatriating some of the great Australian cars we have lost, and has resulted in the cancellation of a number of

Australian Border Force and Old Car Imports

international events which would have seen enthusiasts bring their old cars here for the event. The injection of funds to the communities through which these events travel is substantial — but now lost.

The ABF professes to be doing so out of concern for “public safety” and “protecting the community”. They make statements about “deadly” or “lethal” asbestos being found in classic cars. This article examines the validity of these propositions.

According to the ABS, 9 million pre-2004 cars (which could legally contain asbestos) are still registered and on the road. It is estimated that at least 6 million vehicles still retain asbestos-containing (AC) components. These cars present no risk to anyone, including mechanics, provided long established simple, cheap practices are followed. Last financial year, the ABF detected 60 second hand vehicles being imported which contained some asbestos. Unless there is a concerted campaign to remove asbestos from the 6 million AC cars still safely using our roads, what is the point in stopping 60 equally safe vehicles a year? And would the community be “protected” and the public be any “safer” if they did? The answer is no.

Background

In the 1970s Australia had the highest usage of asbestos of any country in the world.

This was because we had abundant naturally occurring supplies which were mined, and it was processed in most

capital cities. It was used primarily in building materials and even today, 1 in 3 Australian homes contain asbestos in their building and insulation materials.

This has been identified, time and again, as where the real risk of asbestos-related disease comes from, not old cars. Those now at greatest risk are the DIY home renovators and their families.

Asbestos is only harmful if breathed in, and so while it remains bonded into products, such as fibro, it does not present a risk. It is only when disturbed, by fracturing, cutting, drilling, sanding, demolishing, and building fires etc. that respirable fibres are released.

Asbestos has also been the subject of extraordinary publicity in Australia, and properly so, with the various scandals like James Hardie Industries (and the antics it engaged in to avoid asbestos liability), the CSR blue asbestos mine at Wittenoom, Mr Fluffy insulation in the ACT, and the innumerable inquiries, reviews, and national assessments of asbestos related issues. There are a number of State and Federal bodies whose sole reason for existence is asbestos and the threat it represents.

From 1 January 2004, Australia banned the importation and new use of asbestos and ACMs - asbestos containing materials.

Until then, it was legal for manufacturers of motor vehicles to use asbestos in new cars.

The Australian Bureau of Statistics conducts censuses and surveys on motor vehicle numbers and use. In

Australian Border Force and Old Car Imports

2017, there were 18.8 million vehicles registered for use in Australia, with an average age of 10.1 years. Based on similar number from 2015, the Asbestos Safety and Eradication Agency (ASEA) estimated in November 2017 that half these vehicles were made before 2004. This means over 9 million pre-2004 vehicles are still on the road.

AHVG estimates that of these, around 900,000 are pre-1989 vehicles (i.e. over 30 years old).

While some pre-2004 vehicles may have had every AC component replaced, probably 2/3, or 6,000,000 still contain some original asbestos-containing components. Obviously, the higher mileage vehicles will have had brake pads and linings replaced with non-AC components, and perhaps clutches, but the other AC components will probably still be in place. For the cars over 30 years old, unless a car has had a complete restoration with every component replaced, almost all will still contain asbestos.

The question therefore is: what risk do these components represent for owners, passengers, mechanics and the general public?

There are 3 categories of people to consider: those who travel in these vehicles, those who work on them, and the general public. And 2 categories of asbestos-containing material, that which is bound into, and remains in a matrix, such as gaskets, insulation in various forms, and those where release of asbestos fibres can occur, such as brakes and clutches in normal use.

Gaskets and other items where asbestos is bound into a matrix. Numerous scientific publications all reach the same conclusion: unless fibres in gaskets and other items are abraded, there is negligible risk to anyone from what is termed non-friable asbestos.

In 2012, the ACCC looked at the illegal importation from China of almost 25,000 Great Wall and Chery cars which had asbestos in their engine gaskets. It could have ordered a recall of all 25,000 vehicles, but did not. Instead, it looked at whether these gaskets presented a hazard to anyone - owner, driver, passenger, or people working on such vehicles.

Based on expert opinions from Occupational Health and Safety Consultants (Hibbs and Assoc.) and its own knowledge that automotive workshops were well used to safely managing asbestos in pre-2004 cars, it concluded:

1. There is no asbestos-related health risk to the driver or any passengers who use the vehicle. The gaskets are tightly embedded in the vehicle and present no hazard during normal operation of the vehicle.
2. Caution must be taken if carrying out maintenance. Procedures have been prepared and implemented to ensure that the gaskets are handled correctly by mechanics during maintenance of the vehicles. Any work involving these gaskets should be carried out by an authorised Chery dealer or a licensed motor

Australian Border Force and Old Car Imports

- mechanic who has been made aware of these procedures.
3. Many vehicles built before the asbestos ban contain the substance in similar gaskets, and it was commonplace in friction components such as brakes and clutches, meaning the vehicle service industry is well versed in managing the risks. However, consumers and automotive repairers must be made aware that the risk may be present in these much newer vehicles.
 4. Consumers with other older vehicles are therefore also advised to take precautions when performing do-it-yourself maintenance that might disturb gaskets. A work safety guidance note is available from www.worksafe.vic.gov.au (link is external).

The ACCC therefore saw no need to recall and replace all gaskets - a warning sticker that the vehicle contained asbestos was sufficient.

The above conclusions were the same as those reached earlier regarding the importation of another Chinese brand — Geely, where a different expert provided the same opinion.

In short, these items represent no risk to anyone, provided those working on such components follow simple, well known procedures.

All States have similar published procedures for safely working on vehicles which contain asbestos - in particular, the “Wet Method” can be

utilised by home DIY mechanics simply and cheaply. See e.g. <https://www.safeworkaustralia.gov.au/system/files/documents/1705/mcop-how-to-manage-and-control-asbestos-in-the-workplace-v2.pdf>.

The essence of the Wet Method is to wear gloves and disposable coveralls and a disposable P1 or P2 respirator mask (from e.g. Bunnings), cover the ground under e.g. the brake components with plastic sheet, don't blow out brake components with compressed air or high pressure water (e.g. from a garden hose) but use a low pressure spray bottle (like you get for \$2 from Coles) to wet everything, wipe everything down with wet rags, dispose of them, the plastic and the gloves and coveralls carefully in sealed bags marked asbestos, and take them to the tip where dedicated facilities exist for receiving asbestos waste.

As gaskets do not pose any risk, the same must apply to all other components where the asbestos is bound within a matrix, basically, everything apart from friction components such as brake and clutch parts, which create dust in use.

Brake and Clutch Components

What risk do brake and clutch components represent? None of the Australian institutions devoted to asbestos safety, such as ASEA, suggest they represent a risk to anyone other than those who work on such vehicles. There is no suggestion of risk to owners, drivers, passengers or the general public. Their focus, appropriately, is on

Australian Border Force and Old Car Imports

exposure to asbestos from building materials. Around 1/3 of all dwellings contain asbestos, which becomes dangerous when disturbed.

The science also supports the view that the general public is not at any risk from asbestos dust caused by using brake and clutch components containing asbestos. The World Health Organisation report in 2014 referred to an Australian survey conducted in 1976 (when every brake lining and pad would have contained asbestos) which found airborne asbestos levels to be very low (0.5 particles/mL) in the immediate vicinity of the intersection braking area of the Tullamarine (SE exit) freeway. At a different location (30 metres from the nearest traffic), levels were below the limits of detection.

The same “wet method” is recommended not only for gasket removal but also - and more specifically - for brake and clutch work.

As asbestos in pre-2004 cars presents no risk to owners, passengers, the general public, and is only a risk to mechanics who do not use simple proven methods to eliminate risk, what is the point in stopping the import of pre-2004 cars? Especially when there are at least 6m such cars being used here already, with all risks properly managed?

The answer may be because the ABF has been frequently criticised for failing to detect asbestos in a range of imported products — not only the 25,000 Great Wall and Chery cars - but multiple building products such as those

used in Queensland’s new Executive Building in George St (the Tower of Power) and the Perth Children’s Hospital. When, in 2016, an external review of the ABF’s handling of asbestos found some was still getting in, the unions and the Queensland Labor Government wasted no time in using the ABF as a blunt instrument with which to attack the Commonwealth.

Pre-2004 cars are an easy target - with the ABF reporting on 18 June 2018: “This financial year, imported second-hand vehicles continue to dominate asbestos detections, with more than 60 cars and motorbikes found to have asbestos-containing parts. There have also been four detections of asbestos in building materials to date.” So while the ABF is entitled to look for asbestos in old cars, it is misleading to paint the asbestos they contain as dangerous, or suggest they are doing so out of concern for public safety and community protection. Unfairly demonising old cars also needlessly harms the old car movement, and those who depend on it for their livelihood, across Australia.

The Historic Car Movement

There are around 900,000 cars over 30 years old in Australia. All were obviously made well before the asbestos ban came into effect. Unless the car has had a complete nut-and-bolt restoration since 2004, with every brake lining, brake pad, clutch plate, and every gasket replaced, it will contain asbestos. This presents no risk whatsoever, provided those working on them follow the long-established simple procedures.

Australian Border Force and Old Car Imports

I believe that the movement should:

1. Seek to educate its DIY members in safe asbestos-handling techniques, and
2. Oppose the Government position on asbestos in pre-2004 car imports, and seek a legal exemption for them.

What needs to be changed?

There is no point in trying to get the ABF to change its stance. While everyone has known that all pre-2004 cars could contain asbestos, the ABF chose not to target them for 13 years (2004 - 2016 inclusive).

There is also no point in trying to get Ministerial exemptions, as the asbestos used in car components is exclusively white asbestos, or chrysotile. The Minister can only exempt the import of white asbestos if the purpose of importation is for “research, analysis or display”. Cars which will be used on the road are unlikely to qualify.

The prohibition on the importation of asbestos is in Regulations made under the Customs Act 1901. The only way therefore to achieve change is to persuade both houses of Federal Parliament to change the law.

Closing comments

Unless and until the Commonwealth funds the removal of asbestos from all pre- 2004 cars it allowed to be sold here – cleans up its own backyard, as it were – then it can hardly take the high moral ground on imports of identical cars. Only the ABF is taking the extreme

position of ignoring the 6 million elephants already in the room.

There is no coherent policy across all Federal agencies and Departments. The ACCC has the most realistic and practical approach, focussing as it does on avoiding “consumer detriment” and this should inform the policy to be adopted by all agencies and Departments.

There is no demonstrated risk associated with asbestos in pre-2004 cars and there is no detriment is allowing such cars to cross our borders freely.

Given there are at least 6 million cars containing asbestos on the road, which present no risk whatsoever, stopping a handful at the border is an extraordinary waste of tax-payer funds which could be better spent looking for drugs and other substances which are truly hazardous.

Doug Young

Chairman, AHVIG (Australian Historic Vehicle Interest Group)

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.

Members' Information

Members Information

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

Club Membership

There was one new member for the month of August, Tim Freeman who owns a yellow TR6.

There are still 33 membership renewals outstanding and 12 members have declined to renew their membership leaving a theoretical membership of 232. However, as the date has past for memberships to be renewed our official membership stands at 198. The Trumpet will only be mailed to current financial members who subscribe to printed copies and the website password has been changed and will only be issued to current members.

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

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.

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	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	committee2@tccv.net	M: 0412 364 925

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 Peter Mayer Nick Skinner Terry Roche Denise McGuire		M: 0448 081 947 M: 0412 124 524 M: 0419 322 441 M: 0404 391 511 M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten	events@tccv.net	M: 0409 511 002
Triumph Trading	John and Fay Seeley	trading@tccv.net	T: 03 9359 2415
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

Car Captains

Refer to our website for Club Captain contact details

TR2, TR3, TR3A	Keith Brown	TR4/4A, TR5	Chris Sallmann
TR6	Terry Roche, Chris Sallmann	TR7	Fay and John Seeley
Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
GT6/Herald/Vitesse	David Glenny, Alan Andrews	Stag	Graeme Oxley, Jim Ostergaard
2000/2500 Saloon	Chris Burgess, Lindsay Gibson	Mayflower	Roger McCowan

Trumpet 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

Auto Surplus supplies parts for cars, trucks, tractors, forklifts and stationary engines.
We specialise in engine, suspension, brake and clutch, electrical and rubber components.



VETERAN • VINTAGE • CLASSIC • MODERN

Surplus stock bought. We recondition water pumps. Australia's largest range of loose piston rings.

- Pistons & rings (sets & loose) • Pumps (water, oil, fuel) • Gaskets & seals (made to order if necessary) • Valves
- Filters • Engine Bearings • Suspension • Brake • Clutch • Electrical

We stock these quality brands at very competitive prices.

BEST gasket
...something's history!

AIRTEX

JP PISTONS



WELLS
VEHICLE ELECTRONICS

PHC

Century
...after the best and last

Auto Surplus Pty Ltd (ABN 66 337 496 692)

35 Rooks Road, Mitcham, Victoria 3132 Australia Tel +61 3 9873 3566 Fax +61 3 9874 1485

Email sales@autosurplus.com.au www.autosurplus.com.au

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.



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.