

The Trumpet

March 2019

The Triumph Car Club of Victoria Magazine



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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.

For the Preservation of the Triumph Marque

Front Cover Photograph

This month's cover features the 1976 Inca Yellow Stag (with auto transmission) of Ryan and Alison Pillay. Photos by Auto Photo (website www.auto-photo.com.au)



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

Whilst most of you have been enjoying the fine weather and exercising your Triumphs some of us have not ventured very far outside our workshop.



In the May 2017 edition of The Trumpet we wrote the article “The restoration of Lady Luck Part 1” – Lady Luck being Linda’s 1977 BRG Stag which she has owned since new. As we are continuously being asked when will it be on the road we thought it time to give you a brief update.

Stripping the car to bare metal and removing absolutely everything was the easy part. There must have been a designer who decided nobody would ever strip one of these cars to this extent and therefore did not consider how it could be done. So many things were simply assembled for life and have presented Laurie Ellul (our very able club member without whom this project would not be so advanced) and ourselves so many challenges. Manuals and parts lists are quite often wrong – again I must emphasise that we have owned the car since new and know nothing has been changed, presenting many challenges to source the correct parts. Sometimes the exact part is not available and pieces have had to be machined to adapt suitable parts. Where possible this car is being restored as close as possible to original.

Within the next couple of weeks we hope to fire up the motor, then a major wheel alignment is due (anyone have any suggestions of experienced companies?). The soft top will then be fitted, adjusted and new fabric installed. Then at long last we feel that the final exterior paint can be done and back to us for interior and exterior trim fitout – Graeme, keep a spot for us at the Melbourne Cup.



Meanwhile keep enjoying your Triumphs and think of us buried in the workshop.

Happy Triumphing,

Linda & Roger

COPY DEADLINE for April Trumpet

Friday 29th March

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

Upcoming Events!

March 2019

9th - 11th TCCV – Hamilton Tour. 20 rooms at the Bandicoot Motor Inn, Hamilton (03 5572 1688) booked for this tour. Proposed run to Halls Gap and surrounding areas on the Sunday, returning for a BBQ tea at Hamilton Car Club clubrooms. More details TBA.

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

23rd - All American Day. Venue Akoonah Park, 3 Cardinia St, Berwick VIC 3806. [Click here for the flyer.](#)

31st – All Aussie Day. Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

April 2019

7th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

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

27th – The 3rd Florence Thomson Tour: Celebrating women in motoring. Organised by RACV. Expressions of interest by 15th February. Note: all drivers of classic cars must be women. Places limited to 200 vehicles. [Click here for the event flyer for registration and other details.](#)

May 2019

5th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

15th TCCV – General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

19th National Motoring Heritage Day. Venue Yarra Glen Racecourse, Armstrong grove, Yarra Glen Vic 3775.

June 2019

2nd TCCV – Monthly Breakfast. 9:00am. Venue TBA.

8th - 10th TCCV – Myrtleford Meander. Member John Goodman is organising a touring event on this Queen's Birthday holiday weekend in his "neck of the woods". [A developing itinerary can be viewed here.](#)

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

July 2019

7th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

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

August 2019

5th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

11th – The All Triumph Challenge. Winton Raceway. Maximum 20 entrants. Stay over Saturday in Benalla. Enjoy dinner at the Royal Hotel Saturday night. Ring Avondel Motor Inn 03 5762 3677,

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

We have just emerged from the hottest summer on record in Melbourne, and probably most parts of Victoria. A tough season indeed for farmers and those in bushfire risk areas and my thoughts are with them.

It is encouraging that at our meetings there has been virtually no mention of cooling system problems with our cars. That has not always been the case in past years, and is a testament to good maintenance by owners, and the technology available today to make the cooling systems more efficient in our harsh climate. Electric Water pumps, water flow modifications to the Stag engines, upgraded radiators are just a few modifications.

I am also pleased that a number of members are well advanced with their restoration projects. Nick and Kaylene Skinner installed a modified automatic transmission some time ago, with an overdrive top ratio; an excellent article in a previous issue. They have obviously started a trend. Terry Sully and Brian Churchill have also developed a modified transmission along similar lines, and Terry tells me that he is over the moon with the result. It has transformed the Stag into a pleasant to drive cruiser with a drop of about 600RPM at 100KPH. More information on this project is to come.

Roger and Linda Makin are well advanced with the ground up restoration of their Stag, and Peter Byrnes has been quietly beaver away between extensive travelling to develop and install hydrogen cell units into his Dolomite Sprint. The Dolly has been on the rotisserie longer than the chook at the local milk bar, but at last good progress is being made.

Many of us have been undertaking smaller enhancements to preserve cars while making them easier to drive in today's traffic. Graeme Oxley and Peter Welten have continued their excellent job organising events. Particular credit must go to them for the Drive your Triumph Day, a worldwide event where TCCV managed to assemble the greatest number of Triumphs anywhere. More about that later. The British and European expo at Yarra Glen was also very successful. The 50th anniversary of the TR6 was celebrated and we managed a magnificent display. It was great to see the last of the true genuine British Sports cars, with their bulletproof and exhilarating 6 cylinder engines appropriately recognised.

I am very pleased to welcome a number of new members who have joined us in 2019. I would encourage new members to visit our website for a good understanding of the events we have organised, and the member services available to you.

I am surprised that Triumph owners seem to be a very non-controversial lot, as very few have taken up the opportunity to contribute to the "letter to the Editor" page.

Terry



This event was usually held at the Mornington Racecourse and all proceeds went to the Peter Mac Cancer Foundation. This year the event was sponsored by Citi Link and was held at Cruden Farm and all money raised still went to the Peter Mac Cancer Foundation. Cruden Farm was Dame Elizabeth Murdoch's home, the gardens, which are fantastic are surrounded by small lakes.

The TCCV vehicles formed up at the BP Service Centre off Thompsons Rd and Western Port highway. I left about 15 minutes before the planned time to help Iain Perrott set up the display. It was a long drive into the display area on a dusty gravel road. Luckily they had watered the road to keep the dust down. The display area was huge and covered four areas, the Triumphs were in area C. The convoy led by Peter Welten arrived, we had 22 TCCV members in 14 Triumphs for the display and numerous other Triumphs joined in.

We had a very good and varied display of cars. Neil and Helen Robinson drove their little red Herald Coupe for the very last time, it has been sold to a lucky person in SA. There were various Triumphs in different areas, one notable Triumph was a BRG MK1 Triumph 2000 fitted with a 2500TC engine and manual overdrive gearbox with chrome wire wheels which had been stored in a barn for 15 years; dusted down and the car started and passed the Roadworthy. A very nice presentable car, Ian Wilson is a very happy man with his purchase.

In the background the Navy Band from HMAS Cerberus played some very memorable music from the past. I was told that 1000 vehicles were on display, a fantastic effort by the organisers and this was their first time at a new venue. Who needs Mornington??? Rex Hall and his band of merry men did an excellent job of organising this day.

Eastlink Great Australian Rally – Cruden Farm



A special thanks must go out to Iain Perrott and John Smith who went there on the Saturday before to help mark out the display areas.

All up it was a wonderful day. The weather was at its best. A very good first effort at Cruden Farm, I will look forward to this event in 2020 and hopefully get a few more TCCV vehicles.

Check out Photobucket for photos of the day.

Graeme Oxley

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Drive Your Triumph Day

10th February 2019

*The TCCV sets World record for the most
Triumphs to attend a DYTD event!*

Had Sunday shared Saturday's weather, all convertibles would be "roof-up". But thankfully it did not. Temperature in the middle twenties, little wind and clear sky gave 55 spectacular Triumphs of nearly all post-1950 models an exceptional day to enjoy the planned country drive.

Members of TSOA and TR-Register joined TCCV in the main event. Most assembled at Yarra Glen in time to depart at 11.00 for Flowerdale's Hotel 37 miles away. A small number went directly there from home. Surprisingly, there was plenty of room in front of the hotel to park the large contingent of cars. The route toured Christmas Hills along Buttermen's Track to St. Andrews, up to Kinglake, on to West Kinglake, Hazeldene and eventually, Flowerdale.

Smaller "splinter groups" of TCCV members went their separate ways to celebrate the occasion. Because the weather was so magnificent, beach-side destinations on Mornington Peninsula appealed. The "Spitfire Squadron" plus Stag, and "Razor Edge Contingent" being two such groups. All up, there were 62 Triumphs involved in all groups. Is that the day's largest number world-wide? Master Event Coordinator Rye Livingston in California may tell us some time soon.

The large majority live in metropolitan Melbourne, travelling from less than one to one hundred kilometres. Some travelled from country centres to Yarra Glen, arriving before the late-morning departure: Bill and Judy Harvie from Griffith (NSW, 450kms), John Powell from Cobram (Vic, 245kms), and father/son Steven and Martin Braha from Warragul (Vic, 105kms). Bill particularly enjoyed the day as it was his birthday too! Happy birthday Bill. Worthy of mention is that one member's Mother celebrated her 101st birthday, being born five years before Triumph produced their first car, the 10/20, in 1923.

Drive Your Triumph Day

But the day is all about celebrating Sir John Black's 124th birthday. He rescued Triumph in 1949 from oblivion. Had he not bought the company, none of the cars driven today would have been built. I suspect we can all agree that our Triumphs enrich our lives while reducing our cash reserves! Thanks, Sir John.

The small car park at McKenzie Reserve soon filled, Graeme Oxley called the "Departure Meeting" and went through important matters. As I knew the district, I added special comment on road status before leading the convoy in Gerald at a modest pace. Buttermans Track meanders through the scenic Christmas Hills. Climbing the escarpment from St. Andrews to Kinglake is notorious on many fronts: a sheer drop-off on the

going-up-side; numerous hairpin bends; its reasonable narrowness demanding full attention by the driver; coming-down-side "wannabe" racing drivers in Audi R8s; and cyclists on both sides. Half way up, photographer Ross was set up to snap away as we drove steadily by. All in all, it was quite an interesting experience. Plain sailing after Kinglake. Very pleasant. An easy drive with the still-black trees on the ridge tops – a constant reminder of those terrible bush fires ten years ago.

Lunch attendance had to be limited to one hundred people because that was the maximum the hotel could accommodate. The last-to-be-served waited patiently, understanding the strain placed on the kitchen staff with so many for lunch. In the end the menu had a selection of five entrées, eleven main courses and three desserts. There always seems a compromise between variety on offer on the one hand and "course distribution expediency" on the other. The more on offer, the more time seems needed to get the food to the table. No problem; it gives more time to chat!

Being the 10th anniversary of "Black Saturday Fires", opportunity was given to donate to the local CFA. Four full tins were presented to the CFA representatives. The count was \$497.55, so TCCV President Terry Roche put in the extra \$2.45, rounding it to \$500. TCCV also donated \$500, presenting the CFA with a handsome \$1,000. A fitting gesture for a very worthy cause. Thank you everyone for your generosity.

Thank you everyone too for making the day such a success. We will celebrate Sir



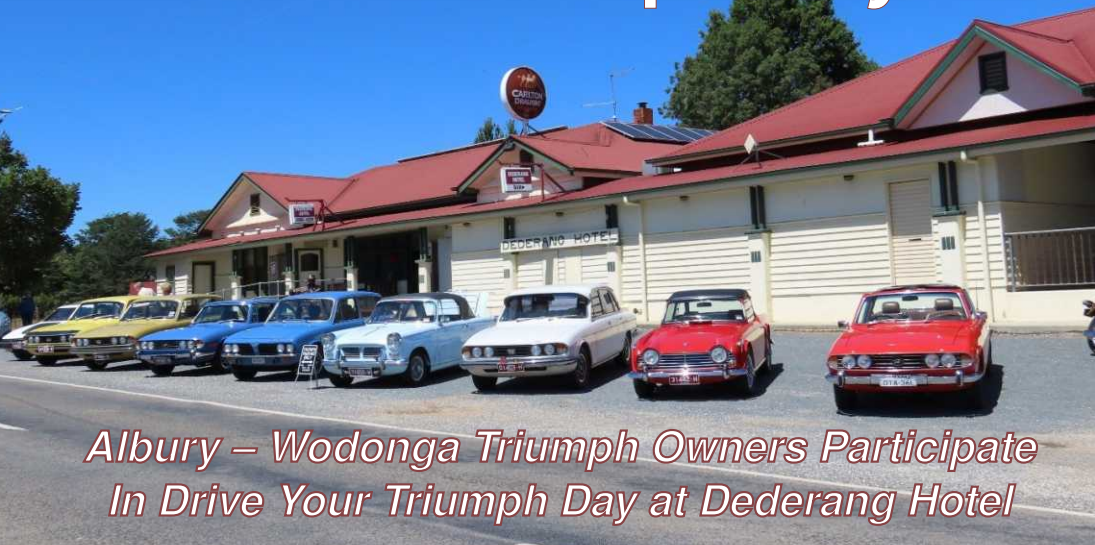
Drive Your Triumph Day

John's birthday again next year with another tour to another place for another lunch. Who knows, we may have to plan more than one destination to cater for the number of enthusiasts in all of Melbourne's Triumph Clubs who take every opportunity to drive their pride and joy.

Alan Andrews

P.S. A slideshow of the event can be seen via the link on the website's Home page "Announcements" section as well as on the Club's Photobucket photo store.

Albury/Wodonga – Drive Your Triumph Day



Albury – Wodonga Triumph Owners Participate In Drive Your Triumph Day at Dederang Hotel

I wanted to attend the Flowerdale Hotel event but felt a 2 hour 45 minute drive (each way) for a lunch was beyond me in my old age. So, I rang fellow TCCV member Maurice Woodman, to talk about options e.g. car sharing. He came up with the idea that we run a local event. Between the two of us, plus Graeme Oxley, we contacted a few folk and they in turn contacted other folk, and so it went. We were expecting 13 people but had to revise the numbers up for the pub on the day as we had 19 turn up! A great roll up indeed and a great meeting of various car clubs from around the Albury Wodonga area.

On the day we had 9 Triumph cars, plus a 1971 Triumph Bonneville Solo (650cc).

Drive Your Triumph Day

We met at Sumsion Gardens, Wodonga – worth a visit if you are up this way - where an excited crew chatted as we waited for others to arrive. Luckily the previous 45-degree days had passed and we scored a beautiful mild day. Perfect driving weather!

Ian and Tracey Cuss led the way in their modern to the Dederang Hotel in the beautiful Kiewa Valley. Unfortunately their TR2 had been recently jumped on—yes that's right, jumped on—by a kangaroo, which by the way came off better than their car! The route we took along the banks of the Hume Weir and into the surrounding hills was exceptional.

Lunch was just as much fun as the meeting point, with new faces, new people and fellow Triumph enthusiasts to meet and talk to. Outside there was plenty of time for the various cars to be reviewed, inspected with lots of stories exchanged and lots of heads disappearing under bonnets.

Everyone had a great day. So much so that we all agreed that we should do it all again next year.

Pictures: John Shepherd.

Greg Oates

Photo on facing page: participants from left to right: Peter Gaston TR7 & 2500S (driven by Adrian Gray from Murray Heritage Motorists), Greg Oates 76 2500TC, Lynda Oates 75 Stag, John and Jenny Shepherd 75 Dolomite 1850, Joe Rouse Triumph Herald (Murray Heritage Motorists), Mac Loudon 75 2500TC, Rosalie and John Dows 65 TR4A, Maurice and Kate Woodman 71 Stag. Not pictured Ian and Tracey Cuss Modern, (normally TR2).



Above: Bill Garner Triumph Bonneville Solo (Murray Heritage Motorists).

Below: We even had our own parking sign. Someone thought it funny to adulterate!!! Apologies but that's the way it was.



Canberra Triumphs participate in Drive Your Triumph Day

Lanyon Homestead Morning Tea

After endless days, or should I say weeks of hot weather, it was a delight to get our Triumphs out on a cool and pleasant morning for the inaugural Drive Your Triumph Day for our Club.

This event was intended to celebrate the birthday of Sir John Black, who in 1949 organised Standard's purchase of Triumph and went on to make the cars we continue to enjoy driving today.

This is the first year our club has organised this run, and by the success it was, I am sure it will become an annual event in our calendar.

Now I guess the idea was a little like the Heritage Motoring Day, where we get the beloved Triumph out to show off the toys to the public, and via various routes, we all end up at a predestined location.

With a late change to the instructions from our organiser Rick, we were to make our way to Lanyon Homestead, with some different routes mentioned. A quick look at a map to find the location of the morning tea destination was required for us Canberra "newbies", Nette and me. This run had the potential to cover new ground for us and we were much looking forward to the outing. It didn't disappoint with our first encounter with a bicycle race in progress and the discovery of Tharwa, which will require a return visit to the General Store.

The entry road to the Homestead was a test of the durability of the suspension of our Triumphs and a quick tighten of some loose fasteners when we return home, but the venue was superb. The history of the place is an interesting read and a credit to the resilience of the early settlers.

As we were a little tardy with our arrival time, we were met by Chris Doble and a very nice array of Triumphs on display in the parking area.

The venue was excellent. The old Homestead and out- building were a reminder of the early days of settlements outside of Sydney Town and some of the hardships these people must have endured.

Drive Your Triumph Day

Our group settled down in our customary fashion with rearranged tables to cater for our large numbers. With the usual camaraderie it was then time to socialize and catch up on all the news (and gossip) and enjoy the views over the fields and old buildings to the Murrumbidgee River, all in perfect weather.

While I understand a couple of our group were a little slow in getting their orders, in general the small staff numbers handled our requests, and those of other patrons, fairly promptly. The food was delicious.

There was a good cross-section of Triumph's on display with sedans, Stags, TRs and a motor bike thrown in for good measure. Those in attendance were:

Trevor and Betsy Lloyd, 2500 Saloon; Steve Osborne, Dolomite Sprint; Graeme Kilby, Herald;

Rick and Diane Wade, Stag; Chris Doble and Jan Tink, Stag; Graeme Howieson, Stag; Jack and Jenny Gault, TR3A; Paul and Nette Hingston, TR4A; Dave and Jenny Rogers, TR6; John Armarego and Diane Dodd, TR7; Allan Caldwell; Barry Manclark.

Paul Hingston

Member Profile – Ryan Pillay

I came to Australia in 1987 from the UK. I was actually born in India but moved to Singapore with my parents when I was about 12 months old. A few years later my family went to Malaya (now Malaysia), which is where I grew up.

After studying mechanical engineering, I started a family business in auto mechanics, mainly to establish my siblings in the industry. They now operate successful towing businesses.

Our workshop was partly involved in the Peter Stuyvesant rally in Malaya. I always had an interest in cars. But I also loved motorcycles and, during the 1970s, I did a little street racing with bikes I had acquired – a Yamaha, a BSA, a Honda and a Norton.

Mainly because of political, racial and civil unrest in Malaya at the time, I relocated to the UK in 1978. There I completed nursing and additional management studies. I worked as a Regional Manager of Adult Services for intellectually disabled people in Southend. I eventually left the UK for Australia in 1987, partly because of the cold weather and also because of greater opportunities offered here – and I would be closer to Malaysia, where all my family still live.

When I first came to Melbourne, I worked as a manager at Kew Cottages. In 1994, I started my own business in aged care, opening the first home in Warragul, West Gippsland and later opening a second in Kilsyth. I have been retired since 2008.

Member Profile – Ryan Pillay

My wife Alison has followed my interest in cars and we both enjoy taking a drive. In May last year we took a long circuitous road trip from Melbourne across the Nullabor Plain to Perth, and then north along the Western Australia coast and across to Darwin. Then south through Central Australia and Alice Springs and return via Adelaide. It took us about two-and-a-half months, and we drove a BMW X5 40d. The long empty roads are tempting. I did manage to get up to 220 kilometres an hour on one occasion. I am not a reckless driver – I just felt the urge to put the car through its paces. The X5 had a lot of grunt and torque, and excellent fuel economy. It was quite an exhilarating experience. My transgression caught up with me, however, as I was later booked for travelling at 100 km in an 80 km zone. But the \$800 fine and four demerit points were less painful than losing my licence would have been had I been caught doing 220 km!

There were so many highlights along this journey, but they included Monkey Mia and its dolphins, the Kimberley and its beautiful sunsets, the Pilbara, the Bungle Bungles, Kakadu, Litchfield National Park, the Tiwi Islands, Kings Canyon, Uluru ... the list of stunning places is endless. Crossing the East Alligator River into Arnhem Land over the submerged Cahill Crossing with crocodiles lurking on either side was also a memorable moment!

Throughout the trip, and particularly when wearing my Akubra hat, I was often mistaken for Ernie Dingo, and people would come up to me to take photos and have a chat. One person insisted on taking a picture with me even though I had told him I was not Ernie. But I sometimes played along just for a laugh, one lady told me that I should get a T-shirt with 'I am not Ernie' printed on it

I would certainly recommend that everyone explore this beautiful country of ours.

My first – and only – Triumph is a 1976 Inca Yellow Stag with black interior and automatic transmission. I bought it in 2013 from a fastidious oncologist who had apparently only driven it infrequently. I drove it home on a 38°C day with no trouble at all. It's in fantastic original condition, and it has never had any issues.

The design and look of the Stag were what attracted me to this car, and I love the sound of the V8 engine. And, of course, the fact that it is a convertible.

My first car was a Hillman Hunter, a winner of the London to Sydney rally, but since then I have owned an Alfa Romeo, a 1969 Ford Capri, two BMWs – a 540 and a 530, a Mercedes E500, a Fiat 124 Sports, a 1980 Mini 1275GT and a 1977 Volkswagen Beetle. I particularly liked the Alfa for its performance and that distinct Alfa sound.

Currently I drive a BMW X5 and a Mercedes C250. I also recently purchased a 1980 Mercedes 500SL.

As for my dream car – there are so many out there. Lamborghini Veneno, Ferrari LA, McLaren. I'm really not fussy – just give me one!

Power Steering

In 1970 I was afflicted with a life threatening injury to my neck and although I recovered after a long journey, I was told that, by my sixties, the injury would return to haunt me, and boy has it, so why am I saying this – Power Steering!

For some time I have been struggling to drive my TR to the point where I was ready to give it away, but I recalled a story of a bloke in Queensland who had a stroke all down his left side which benched his TR3 but not to be out done he had a power steering unit designed and fitted along with an automatic transmission. Yes he kept the original parts and also the car, so I decided to do some homework.

EZ Electric Power Steering in Amsterdam make conversion power steering units for most cars especially old ones

http://www.ezpowersteering.nl/25/170/EZ_ELECTRIC_POWER_STEERING.html

and they have a distributor in Sydney: Cummins Classic Cars, so starts the research.

I was cautious at first but having communicated with Europe and the Cummins people I was convinced. They gave me access to photographs of two TRs done with the system that looks and seemed perfect.

The unit fits under the dash between the fire wall and the steering wheel, you simply undo the steering column at the connection into the rubber bush in the engine bay, pull out the steering wheel assembly and slot in the new section that incorporates the electric motor, like for like. The new steering column section uses the same mounts and there is no cutting, drilling or re-structuring to accommodate it. No legroom is lost and it cannot be seen, open the bonnet and you would have no idea. A microprocessor comes with the package and is fixed to the body creating an earth and a wire to power, that's it, no relays or mucking about, and of course indicators and O/D switches are mounted straight back.

Now the unit; fully electric and pretty much the same as the power steering in all modern cars. If there is a failure or power outage you simply revert to normal steering, there is no chance of catastrophic failure. Driving at low speed



Power Steering

it's very light but the processor weighs up the steering to make it heavier the faster you drive exactly as a new car does.

There is no maintenance and no interference to the steering rack or the steering column. No pulleys, hydraulics, oil lines - zilch.

To get this organised, order the unit from Cummins, it comes to your address for you to install or as in my case I had it done by INTERMAQUE in Collingwood, about four hours work.

I have kept the original steering column section for the next holder of the car to put it back in due course. In the meantime nobody would realise it is there, nothing to see in the cabin and the firewall connection under the bonnet connects directly into the steering column shaft.

Driving is somewhat different, at zero speed it's fantastic, going thru the gears and changing lanes or punishing a round-a bout produces a little twitch, understeer dominates, but my car always has done this. Does any of this concern me—nope!

Now the sad part – \$3.5k, gee you say that's a lot. Well many of us spend that much on up-graded IRS kits so is it really so much when the alternative is the car doesn't get driven or even disposed of. I guess it's not the sort of modification you might consider as being something nice to do, but in my case it means keeping the TR for a bit longer. Of course I have kept the old gear so nothing is lost.

For those of us struggling with pointing a TR in the right direction this is worth having a look.

Christopher J. Sallmann

Retired gentleman, and senior citizen

Harry and the European Connections

Henry (Harry) George Webster CBE is an important person in the modern history of Triumph. His career with Standard Motor Company, Standard-Triumph, Leyland Motors, British Leyland Motor Corporation, and Leamington Spa's Automotive Products, is well known by Triumph enthusiasts.

As is his work on Triumph's TR series of sports cars, which includes the TR2, TR3, TR4, and Britain's first sports car to have fuel injection fitted as standard, the TR5.

Also, the plain and dated design of Standard's 1950's stable of small family saloons, the Standard 8, Standard 10 and Pennant, is well known.

Triumph's "Zobo" project initially shared that general design,



Harry and the European Connections



described by Harry himself as “Horrible”. He knew the new generation of Triumphs had to have much more flair than these ancestors. Enter the “European Connection”.

In 1957 Harry became Standard-Triumph's Director of Engineering. The same year he “discovered the mercurial little Italian stylist Giovanni Michelotti” signing him up as a design consultant. But Giovanni lived in Turin, Italy. It is reported that Harry, a fast and enthusiastic driver, would often drive from Coventry to Turin and back, 1760 miles return, in a weekend to confer with Giovanni about future products. And so “Zobo” became the very cool Triumph Herald.

Together, as well as the Herald, they developed the TR4, Vitesse, Spitfire, 2000 and Stag, developing the “corporate-look” of the Stag, Spitfire Mk 4 and Mk2 saloons.

In 1952, Austin Motor Company and Nuffield Group (Morris, with headquarters in Cowley, Oxford) merged to form the British Motor Corporation (BMC). Later that year, BMC advertised that it included Austin, Morris, Riley, MG and Wolseley marques, and other companies including coach builders Vanden Plas, and SU Carburettors.

In 1959 BMC launched their very successful Mini range of small cars in direct competition with Standard-Triumph's Herald, launched the same year. Sir Alexander (Alec) Arnold Constantine Issigonis CBE, FRS, RDI was, of course, the brilliant designer of the Mini. He was BMC's Technical Director and this article's second “European Connection”.

In 1967, Harry was appointed Chief Executive Engineer at Leyland Motors, which had by then acquired Standard-Triumph. Alec held the identical senior position at BMC, now BMH.

British Motor Holdings Limited (BMH) was a British vehicle manufacturing company known until 14 December 1966 as British Motor Corporation Limited (BMC). BMH was created as a holding company following BMC's takeover of both Jaguar Cars and the Pressed Steel Company in that year.

Thirteen months later, on 17 January 1968, under direct pressure from Wilson's national government, BMH merged with Leyland Motor Corporation (Standard-Triumph, Rover and Alvis cars, Leyland trucks and buses, Alvis fighting vehicles) to form British Leyland Motor Corporation (BLMC). Harry was duly appointed BLMC's Technical Director (Small/Medium cars) that year.

In 1974 he was appointed CBE for his contribution to the motor industry, and the same year, after resigning from BLMC he joined Automotive Products, a brake and clutch manufacturer based in Leamington Spa, as Group Technical Director. He retired in 1982 and lived in Kenilworth, his home since the late 1950s, until his death February 6th, 2007.

Sir A.A.C. Issigonis officially retired in 1971 having been side-lined by BLMC Chairman Lord Stokes, making him Special Developments Director. Even after his retirement, he was appointed as an advisor of the company, a position he held until 1987. He died one year later, on 2nd October, 1988. It is unclear what influence Alec had on the design and development of Triumph cars between 1968 and 1971. Perhaps you, as interested reader, can research and write an article.

Alan Andrews

History of Lucas Electrics

By Robert Penn Bradly

reprinted from *Restored Cars* #217 (Mar-Apr 2013).

Once the 'King of the road', in later years, it was unkindly known as the 'Prince of Darkness'. Here is an overview of a once very grand company that in more recent times descended into producing poor quality items, and this action eventually caused its descent into a corporate black hole and eventual oblivion.

The company was established by the young Joseph Lucas, who started work as a paraffin oil/kerosene vendor, and literally pushed his wares in a barrow/hand cart around to his customers in 1860. He was forever the entrepreneur and by 1872 with his 17 year old son Harry, founded the company that became Lucas Industries.

Acetylene

In the mid-1800s, electrical components were not even thought about. Lucas' start in business was the production of metal items such as buckets, pot holders and scoops. to name a few of their wares.

This grew into the

production of navigation ID lamps for ships that were oil (kerosene) driven. It was the start of the mainstay of the business, lighting. Soon acetylene bicycle lamps were introduced, these being driven via a carbide generator that also was attached to bicycles.

Whilst these acetylene lamps took a while to reach operating efficiency, they gave an unbelievable level of light output. The light output of acetylene gas driven lights was far better than the early electricity driven lights, which progressively took over the lighting needs in the early days of the motor car. Acetylene driven lights were a nuisance. as they had a number of shortcomings, which the electricity driven lights overcame. These were primarily, the messy business of running the carbide generator, the warm up time to become operational and of course they did not dip for oncoming cars, as required today. Some veteran car users today have obviated



Lucas buildings in Great King Street, Birmingham, 1937. They were originally built between 1896 and 1898.



In 1932 Lucas developed double filament light bulbs or globes. Early cars often mechanically moved the lamp or reflector down on dipping. This 1932 Lucas method is still used today where a switch changed the power to a different filament that repositioned the focal point to avoid dazzle to the oncoming traffic.

the requirement for a carbide generator by strapping a modern and readily available acetylene gas cylinder on to the back floor (assuming there is a back floor), connecting this to the lamps, and in this way, have a reliable supply at the ready.

One veteran car enthusiast visited me with a car so equipped, saying that he was now able to drive from Canberra to Melbourne at night with ease. However, he resorted to electric blinking turn indicators, and brake lights. These require a battery and even though in most states the authorities will not require such additions, due to later cut-in dates, I, like most folk, believe such safety items are now more or less a mandatory departure from originality, even though I am generally originality-bound.

Electrics

Lucas saw the opportunity in car electrics very early in the first decade of the 20th Century. The field was wide open for all manner of ancillary equipment, with the need for a method of doing away with the requirement for a crank handle, better methods of igniting the petrol/air mixture in a car's engine with the magnetos becoming an early item for popular use, his interest had always had a slight bias towards illumination to enable cars to be used at night.

Strangely, Lucas did not branch into magnetos until he merged/took over Thompson Bennett Magneto Company. With this came the need to rename the company, which was called Lucas Electrical Company. They not only supplied car and truck magnetos as original equipment, they also served the fledgling aircraft industry.

Other Components

The 1920s was an era of strong growth, as Lucas took over the other electrical component manufacturers, merging them into the Lucas empire. From an electrical standpoint, the main acquisitions were Rotax and CAV (C.A. Vandervell). This was an interesting takeover as the CAV Company was already in partnership with Robert Bosch, the much-respected German Electrical Company. The fruit of that organisation was the invention and production of fuel injection pumps. which became available in 1937. being primarily used for diesel truck applications. Clearly Lucas saw the potential of CAV when the Lucas takeover occurred in 1926. Lucas purchased the Bosch interest in the CAV Company.

CAV

If one can safely generalise. CAV became the heavy-duty arm of the Lucas empire and whilst an uncommon name in car equipment, it was used for the electrical systems on very many trucks. The CAV arm of Lucas made heavier and more robust components to maximise durability and longevity for the hard work most

History of Lucas Electrics

trucks were required to undertake. Strangely, Aston Martin also used some CAV items once their high performance V8 models were created in 1969. I guess that the extra weight was not a factor in a car with that much power, but reliability certainly was. The Aston Martin-Lagonda company started to fit mechanical fuel injection around 1968-69, as did Mercedes-Benz and Triumph. In all cases, the reliability was patchy and the trades mechanical servicing of these cars frequently went to people with little knowledge of such equipment. This often exacerbated the problem- Aston Martin-Lagonda, Mercedes-Benz and Triumph reverted back to carburettors for quite a while.

This malaise disappeared once electronic fuel injection became available. Clearly, Lucas saw the potential for electronic fuel metering and supply to various engines. Unfortunately, these advances came in rather late for Lucas, as by this time the company was in decline, as was the UK car manufacturing industry.

(More later.) As early as 1918, the Lucas Company had 1,000 employees and by 1980 their Acton plant had some 3,000 employees in that arm of the business.

Brakes and Disk Brakes

Not only was Lucas at major electrical component provider for the car industry, the car brake business beckoned, and in 1925 Lucas started into the brake manufacturing business, with the takeover of the Bendix and Luvax business and in 1937 took over the Albert H Girling brake manufacturers business. Soon this business traded as Girling and they dropped the 'Albert H' part of the corporate name, as it was no longer in the care of the founder. The braking set business was a major earner and they were the major developer of disc brakes, which started to find their way on to racing cars in the early 1950s- This led to many manufacturers adopting disc brakes by about 1957-58 with generally upper market car manufacturers being the early adopters, yet strangely, Rolls-Royce seemed to originally doubt the advisability of disc braking sets being suitable for the RR/B cars until the mid-1960s. Generally speaking, the American car makers were even slower disc brake adopters. One of the first large cars to have an all disc brake set as standard fitment was the Daimler Majestic range. Many cars had the front



Lucas-CAV-ROTAX. A perfect engagement advertising the three companies now as one and a play-on-words of their starter drive

brakes as discs, whilst drum brakes remained at the rear. All disc-braking sets were not commonplace in many cases until the late-1980s/early-1990s. I find it hard to imagine why such advances were so long in their general acceptance. One would have thought that disc brakes were a product that would have Lucas industries riding a high economic wave.

Lucas in British Cars

Generally speaking, Lucas car electrics were used by most of the UK car industry from around the early 1920s. Gradually, magnetos gave way to coil and distributor ignition in the early 1930s. Lucas made ignition sets for very many cars and trucks and were a major industry supplier. Coil and distributor ignition sets were the norm well into the 1980s. Lights were firstly somewhat bland affairs, but during the 1930s they became a major source of beauty in car appointment. With the huge P100 family of headlights making a fantastic statement about how grand a car was, these lights were made into the 1950s and were gradually displaced by in-built mudguard mounted semi flush fitted headlights. Through the 1950s and into the early 1970s, Lucas made stunningly attractive upper market headlights. which featured a central tripod (sometimes a bipod) to cover part of the actual bulb/lamp as a light spreading use and appearance feature for once again upper level cars. As we all know sealed beam headlights became popular from around the mid-1950s being championed by USA manufacturers. Lucas followed this lead and cars like the Jaguar XJ6/12s had these fitted from this model's inception.

Australia and Sealed Beams

It is only in relatively recent times that most manufacturers have reverted to separate bulbs/lamps. In Australia with our often bad roads, sealed beam lights failed instantly if the actual lamp glass got cracked or broken with a stone thrown



This Lucas advertising from March 1946 tells of the Lucas accumulator for the British gas turbine engine, the fuel delivery system for the Gloster Meteor plane, powered by the Rolls-Royce Derwent engine (no mention of the word 'jet'). Work began in 1936 on these engines, but the Meteor never flew until 1943.

History of Lucas Electrics

by a passing vehicle's tyres. From my point of view, scaled beam lights are a 'no go' item and too risky to use for long trips. Some years ago I was travelling in a friend's XJ6 Jaguar and we got showered with stones from a road repair patch and we lost three out of the car's four headlights at once. This was not nice on a rainy night some 40kms from home. Gradually light outputs have increased with higher wattage bulbs/globes being fitted, most older lights can be substantially improved by the fitment of higher output bulbs/globes, but please be careful that the wiring in your car and its dip switch can handle these extra electrical loads.

Lucas joined the sealed beam movement until into the 1980s, however they later introduced some superb light output light units (lens and reflectors. which take a separate bulb/globe) with the H4 lens. These got fitted mostly to the late Jaguar X16 and early four door Range Rovers.

To twin with their headlights. Lucas offered the industry matching in appearance parking lights and on upper market cars they also offered long range and fog lights. The most popular light was the seven inch diameter long range driving lights known as the SLR 700 series. These proved so popular that huge numbers were sold as accessories and used for all manner of vehicles. These were a real boon for farmers' tractors, as it heralded the start of the farmer's tractor use well into the night.

Lucas made a twin with a block pattern fog light lens fitted. it was popular. but generally only as original fitment on to upper market cars. Quite a number also found their way as lighting for tow trucks loading and for hunting and shooting of unwanted animals, making night shooting also a practical endeavour.

Lucas also produced an incredible range of taillights, brake lights and reversing lights. These ranged from the external cheap surface mounted lights to luxury assemblies with a feature number plate box as part of an assembly. Over the years, rear lighting grew from a humble tail light right up to the types of rear lighting we enjoy today. Lucas rear lights followed the trend, but petered out in the company's dark era from around the 1980s. Some of Lucas's taillights. etc. were also big feature items on upmarket cars.

Switches

With all this lighting production, they also made a huge range of switches, from toggle switches, press button, pull button, rotary switches, direction indicator switches. etc. These were mostly very good quality until the later 1970s when the 'bean counters' went, as they say today, viral and started to ruin the company (more later).

Dynastart and Starters

From the early days Lucas made a huge range of generators, starter motors, and

magnetos. They also made a unit called a Dynastart, which was a combination device that was mounted on the front of the engine's crankshaft and had a dual role of firstly being a starter then once the engine fired it became the generator. It seemed like a good idea, but soon lost favour. One thing that was not good was the very significant weight of this unitary machine. They were also very vulnerable sticking out below the car's radiator, often being dressed up with panel work between the car's dumb irons and below the Dynastart.

This equipment found its way on to upmarket cars, including Talbots and Bentleys. Added to the car range of starters and generators were heavy-duty ultra-durable units sold under the CAV name and aimed at the truck and heavy machinery market. Today most of these starters and generators are still in service if the car or truck has survived. In the early days and right through the 1960s their main problem other than worn brushes through extensive use was for the insulation on the field windings to break down. These field windings are quite easily serviced by the home mechanic. There were two levels of quality available for the generators and starters, being the standard issue items, which had black painted bodies, and what they called 'Lucas Special Equipment' which had matt chrome plated bodies, a very upmarket ID tag and in most cases the actual rotating of the armatures was race mounted rather than bush mounted, the drive belt end of the generator was also usually a race in all levels of offerings. It would appear that electric starters were almost unknown until after WWI. One of the earliest cars fitted with a starter motor was the 1912 Cadillac, but this was not a Lucas offering.

Other Accessories

If an early car had a windscreen wiper fitted, it was a hand-cranked device, this was followed by cable driven wipers, where a mechanical drive was taken from the gearbox. During the 1920s an electric wiper was developed and Lucas successfully entered this part of automotive equipment manufacture. Early electric wipers were common on UK cars, but the USA cars often used vacuum driven wipers, this as most of us would know, even found their way on to the original Holden cars and utilities. A lot of early Lucas wiper motors were surface mounted on the top or the base rail of the windscreen. These often had a small hand crank to pull the wiper blades into their use position. This could also be used if the actual motor failed which was seldom as they were a very well-engineered unit. Today the safety police would have an ulcer if any new vehicle were so equipped, however when they were on offer they were not seen as a passenger risk item.

Lucas also offered a bewildering range of spare parts to enable almost any of their equipment to be serviced. There were packets of screws and washers available, as were almost every item in use on their finished product. You could even buy toggles and ramps for servicing the self-cancelling direction indicator switches, when they were steering wheel boss mounted. Virtually everything electrical for

History of Lucas Electrics

vehicles was produced by Lucas, including horns. Ammeters, wiring harness sets and so on. Lucas were a legend in the supply of repair items, and very many parts were made so that they could be repaired, unlike most today where the cost of repairs often is greater than a brand new item.

Lost Quality

Without doubt, quality was a primary aim in all that Lucas produced, until around the later 1960s when the crisis in the UK car industry started to be felt. At that time, many manufacturers were finding it hard to meet market requirements on a cost basis, so they were forced into two areas that started the UK industry's demise. Companies like Daimler were merged with Jaguar. Alvis went firstly to Rover then that combined corporation was swallowed up by the horrible, but seemingly good arrangement known firstly as British Motor Corporation (BMC) and later after their acquisition of Leyland trucks it was renamed British Leyland Motor Corporation.

There were all manner of car and component factories dotted over the UK midlands, which seemed to lack direction and proper corporate governance. Thus the once great British car industry got confused and they lacked direction and capital. Whilst Lucas was not in reality part of this conglomerate, they were severely affected by the lack of direction and the stupidity that the BLMC empire had become. BLMC had a plethora of semi-obsolete models and even with a couple of new cars they could not compete on either price or quality. The BMC/BLMC conglomerate was a disaster, as there were four major forces that ruined the organisation. Firstly there was shocking corporate governance, where the directors did not communicate with the design staff and workers. Short attendance hours and long luxury lunches provided both the wrong messages to the staff and far less management than was required. The workforce was ultra-unionised and stupid. The workers thought it was a bottomless pit for money and the executive were seen as traitors to the workers' cause. They also believed that they were entitled to a job even if they were redundant! If that was not enough, the over-zealous and stupid press went out 'full steam' to report all the company's problems and make up what they liked and in this way the British public moved away from their cars. Finally, the British Government lacked any idea about the problems and hardly knew which end of a car went forward and thus made many wrong decisions and handed out money in an attempt to save the company rather than find out the cause and attempt to change the culture. May I at this point recommend that you read a book called 'Back from The Brink' by Sir Michael Edwardes. This book should be mandatory reading by all management students and union officials. It tells the shocking circumstances he found when asked to straighten up the mess that was British Leyland. His appointment helped, but the horse had fled the paddock and bolted over the horizon. The industry lacked any

direction and needed a heart transplant. Those in charge of BLMC dictated prices for their bought out components and Lucas cut, as they say, the 'guts' out of their offerings to win contracts. Thus started the era that is known for poor quality and the nasty term 'Prince of Darkness' was created perhaps from as early as the 1973-74 era.

Minimise Costs

The management at Lucas saw no alternative to this cheapening and their engineers were told to minimise costs. One would have thought this example of corporate dysfunction would have been uppermost in the minds of today's workers and our corporate executives. Government handouts are only a stopgap and in the end everyone loses out. Even General Motors and Chrysler have had to find out the hard way in recent times. Once Lucas lost most of its markets and their offerings were not the quality of yesteryear they too were to shrivel up with not much of the company going today, as I write.

Whilst on the subject of union madness, the LH headlight of the Triumph TR7, which automatically rose out of the bodywork when switched on, gave a lot of trouble and was very unreliable. A Sydney accountant with loads of engineering knowledge sought to stop this problem and found that there was someone in the factory that inserted half a glass of water into the electric raising mechanism when the supervisor was not looking. The company rightly assumed that it was an electrical problem and did not consider it was sabotage, they worked well once the sabotage was rectified, but much of the customer loyalty was lost. A new plant was built to take the TR7 sports car at Speke, this was an abject failure due mostly to sabotage and poor governance.

This plant only lasted for a few years and was closed down with the TR7's production being transferred to the old successful plant at Canley in 1978, no doubt at a significant cost. The other stupidity with the TR7 was that they used a 1998cc engine and never offered their almost invincible 3.5 litre V8 Rover (ex-Buick) engine at day one. It was left to be finally inserted in the last dying days of the model and became the much sought after TR8 version. The TR7/8 cars are extremely robust, handle superbly and are quite the best off road car when asked to traverse stone and rilled-out back block roads. They failed with the company and with it helped bring down Lucas.

Smiths and Lucas

There was an arrangement between Smiths and Lucas where neither would tread on the other's patch. The system worked well and perhaps the best example was the instrument clusters where Smiths made the entire cluster.

but Lucas made the ammeter, which matched and exactly fitted the cluster in a totally non-apparent composite. This was a sensible arrangement as this let each

History of Lucas Electrics

party get on with their jobs and not double up in their offerings.

Unfortunately, Smiths also succumbed to the failure of most of the British Car industry and also ended up in the corporate graveyard. The main traces of these once grand companies can be found in the aviation industry.

Australian Connection

Post-WWII when car production was starting to boom in Australia. Lucas built a large factory in Melbourne and tooled up to produce many components. They supplied not only the UK origin car components, but also made various items for Holden and Ford, including headlights, voltage control regulators, turn indicators, starter motors, generators and car batteries. They built a major retail and wholesale store/shop in Zetland Sydney, which was a very modern building. They also appointed a huge number of Lucas agents that stocked, sold and serviced their components. Unfortunately, as those businesses collapsed, much new stock went to the garbage dump. I well remember that Lucas had a light unit #555906 that was expressly made for Armstrong-Siddeley and it featured a stylised Sphinx motif in the light's tripod. Suddenly Holden owners saw this light unit as being suitable for FJ, FE and FC Holdens and added a bit of visual flare to those and some later Holdens. The stylised Sphinx looked quite like the Holden lion badge and unless you looked hard and knew about this transplant nobody noticed. This soon saw the Australian stock of these headlight units become exhausted, so in their dying days Lucas imported virtually all the stock that was held in the stores in England. Those keen owners who missed out were quite upset. as are restorers of Armstrong Siddeley 234 and 236 Sapphires today.

Summing Up

The once great company of Lucas was sent to the corporate graveyard by trying to compete at the cheap end of the marketplace at low volume levels. It is only via huge levels of output that good components can be made at the cheap end of a cost requirement. This is clearly evident by the success of Toyota, as no doubt cost is always a major criterion in their buying of components. The opportunity to make low cost quality items is the province of huge production levels where the tooling costs can be amortised over a high production run.

The range of car electrical spare parts was huge. The catalogue from the 1950s era is about 55mm thick and covers almost every imaginable car component. Readers can have a pot shot view of typical images of catalogue pages.

May I ask readers to not generalise all Lucas products as 'Prince of Darkness', this nickname is quite wrong for their offerings previous to about mid-1960.



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 28).

Club Membership

In February we welcomed two new members to the TCCV. David Kelly who drives a 1975 red automatic Stag and Kenneth Colson with a 1962 blue convertible Herald.

Our current membership is now 236.

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 fee. 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@tccv.net

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.

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

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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 Glenney, 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

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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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