

May 2019

The Trumpet

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 front cover reflects exactly what club membership is all about - members helping members to preserve and restore the Triumph Marque. From left to right Mal Clark, Frank Santoro and Laurie Ellul are assisting Roger Makin restoring Linda's Stag – read more about this in the article later in *The Trumpet*.



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

It is all about money in the end! Recently a friendly discussion on Modified Vehicles became an in-depth investigation into what constitutes “modification” in the eyes of VicRoads and Insurance companies.

No doubt many of you have tried to navigate the VicRoads website and determine when a vehicle should be registered with “M” plates rather than “H” plates. A call to VicRoads asking the same question was replied to with ‘what type of modification were we talking about?’ So the conversation went like this Q: Engine type A: Yes, Q: Upgrading engine with carburetor or exhaust changes A: Yes, Q: Gearbox/driveline/diff changes A: Yes, Q: Seat change A: Yes and so it went on until we found that a colour change, although not constituting a modification, needed to be notified. The conclusion was that unless the vehicle was exactly as it was when produced it would be considered Modified and should have “M” plates if on concessional registration.



Then a similar scenario was put to a major Insurance Broker. The response was that any modification or accessory added to the vehicle that was not on the original build sheet for the exact car must be notified to the insurer. When asked if this meant that if a car was modified and was on concessional registration that it must have “M” plates the response was this was not their area of expertise but if it was not registered correctly it may constitute a breach of the Insurer’s responsibility and make any claims invalid!!

As stated ‘it is all about the money in the end’ so the advice was if you want to ensure your car is covered by your insurer that you notify them of any modifications or accessories added and state what type of registration you have on the vehicle and check these are stated clearly on your policy.

I am sure this will provoke many more comments and discussions and may even get our first “letter to the editors”.

Meanwhile try and enjoy driving your Triumph

Linda & Roger

COPY DEADLINE for June Trumpet

Friday 31st May

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

Upcoming Events!

May 2019

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

17th – 19th Historic Winton. 43rd Historic Winton, Winton Motor Raceway, Winton. Convoy Meeting Point for Sunday 19th May will be the CALTEX Truck Stop at 0730hrs at Avenal, which is approx 115 kms from the CBD. We need to leave there at 0800hrs to get to Winton by 0900hrs. Let Peter or Graeme know, particularly TR6 and Herald owners as their cars celebrate 60 years.

26th National Motoring Heritage Day. Venue Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

June 2019

2nd TCCV – New Members' Day. Venue Wallace Hotel. Convoy meeting place is the outward bound BP Service Station, Ballan at 10.30 for 11.00 departure. Please contact Graeme Oxley for catering purposes.

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

4th TCCV – President's Lunch. Meet at McKenzie Reserve, Yarra Glen at 10.30 for 11.00 departure. Arrive earlier if you want coffee and cake down the street. Route as per Drive Your Triumph Day to Flowerdale Hotel.

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, or other. Mention that you are with the Triumph group. Lunchtime parade laps on Sunday for all Triumphs. Contact Keith Atherton: keithatherton@bigpond.com or Roger Jeary: roger.48@bigpond.com.

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

25th All Aussie Day. Venue Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

September 2019

1st TCCV – Monthly Breakfast. 9:00am. Venue TBA.

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

I am writing this note on ANZAC day, a day when we pause to acknowledge the contribution and the sacrifice made by so many to keep Australia safe. To those who have family and friends who have served in past and current conflicts, and indeed those of you who are still involved, this is your day, the day that we at home think about contributions and sacrifices made.

I am often amused by remarks made to me about British cars. I recently called in to see a local mechanic who has recently moved into the area. I was there for a puncture repair and noticed three well restored American cars.

“Are you into restorations?” I asked. He nodded while fetching my repaired tyre.

“Do you do any British cars? I am just wondering as I have an old Triumph.”

“Not if I can (expletive) avoid them” he growled. “Too fiddly and nobody wants to pay for the hours you need.”

I replied “Oh, that’s OK. I am President of a club of 240 members and I keep my eyes open for anybody who knows what they’re about with British restorations.”

“Hang on” he says walking away, and a long two minutes later he returned with his business card.

Later, I walked into the local supermarket, and at the checkout I expected the usual monotone “How are we today” or similar, without any eye contact or waiting for a reply. I’ve often wondered why this isn’t a computer generated greeting, together with “have a nice day” as you leave.

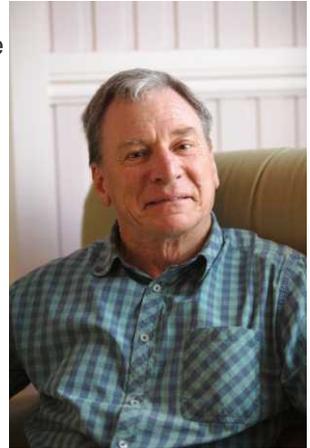
Anyway, to my surprise the young checkout girl asked me what I was planning for the rest of my day. I told her that I was planning to work on my old car called a Triumph. “ Oh cool” she says “my uncle has one of those; it’s called a TR3 – such a cool car. I’d love one.”

That made my day.

There is an excellent programme of events in May and June. Note in particular New Members Day on June 2nd. We have had quite a few new members join us this year and this event is the opportunity to welcome new members, get to know them, and their cars and have them know that they are part of the Triumph family.

Cheers for now,

Terry



The Great Macedon Grand Tour



Everyone loves a drive in the country

6th April 2019

The predicted weather forecast looked great. It was up early, last day of daylight saving, cranked the Stag up and went to pick up my navigator, Roverite Barry Hillsley who lives locally. It was my turn to drive the car in this year's rally. The rally always starts off with a big breakfast at 7.30 at the Gisborne Bowls Club. Firstly we had to get our rally pack with hats, cups, tea towel and goodies. Also we received the instruction book with our directions. Eggs anyway you like them, bacon, toast, baked beans and sausages. Orange juice with tea or coffee. No better way to start the day.

Outside the cars were all lined up ready to hit the road for the 10th year of this Rally. This year the invitation car was the MG TD2000, there were 16 of them in pristine condition. The first two New Gisborne TD2000s were built prior to the Targa Tasmania in 1995. Around 89 TD2000s were built with a Nissan CA20 engine. The supply of the Nissan engines soon ran out and the last two TD2000s were given a twin cam Nissan SR20 engine with Motec engine management. I guess that wherever these two cars are, their owners would probably not sell them. The manufacture of the new TD2000s had a turbulent life with at least three owners that I know of. The last TD2000 built at New Gisborne was known as the Silverstone had a Toyota 3FE motor mated to a five-speed box.

The Great Macedon Grand Tour

In front of me were Nick and Kayleen Skinner (Stag), behind me were Peter and Ann Welten (2.5PI), Rob and Annette Elliott (Stag), also Gary and Cheryl Drake in their white TR6. There were other Triumphs in this rally who were not TCCV Members.

It wasn't long and it was 9am, time for the TD2000s to depart, closely followed by the rest of the grid. Firstly we did a lap of Gisborne before heading off to the Kyneton Racecourse for morning tea. Total distance travelled was 82.3 kms. After a cuppa and lots of cakes it was time to head off on Stage 2. At the Racecourse there was a fabulous green 1961 TR3A with a red interior and wire wheels owned by Andrew Pitchfor.

Stage 2 was an 89.4 km section that was to take us to the Hepburn Springs Bath house and Spa. My navigator missed the Limestone Road turn off and when we got to Guilford all was not well. A quick check of the map and we were back in business, quite a few cars missed this turn off as the sign was in a very stupid position. We had lunch at the Pavilion which is well worth a visit as there is a really nice restaurant there. On the day we had to share our lunch with the wasps, luckily I checked my cup of tea before taking the last sip as there were two wasps having a swim. Two TD2000s were featured at the Pavilion for everyone to have a close look at these cars.

In our own time we left for the Stage 3, 69 km section to the Hanging Rock Winery. We drove through some very interesting countryside, to the winery where a large corporate tent was set up. Lots of scones, jam and cream. The instructions said that the last 0.2km was unsealed, apparently there is some politics with the council over this section of road. I personally would never travel on this road again and I think it was unfair to put our cars over this section.



The Great Macedon Grand Tour

Section 4 was a short run of 23kms to the Kyneton Town Hall.

This rally was up there with the organiser's best rallies. The distances were reduced between stages and this made it more enjoyable. If you have not heard of towns like Gisborne, Mt Macedon, Lancefield, Baynton, Guilford, Glenlyon, Frankford, Coomoora, Little Hampton, Drummond, Mt Franklin, Shepherds Flat, Yandolt, Bullarto, Daylesford and Hepburn Springs then you should enter in the 2020 Great Macedon Rally. Some of us have been going in this rally since 2012 when Triumph was the featured car. No one has broken our record of 29 cars out of the 100 cars allowed to enter.

Roll on the 2020 Great Macedon Rally

Graeme Oxley

Check out more photos on Photobucket.

Also our next big event is the Queens Birthday Weekend to Myrtleford. Ring the Golden Leaf Motel to secure a room on 03 5752 1566. You will have to mention Triumph Car Club.



Where on earth is Caldermeade?

Good question. Turns out it is just a few kilometres past Koo Wee Rup on the highway to Phillip Island. How do I know this? Ask Peter Welten!

Only a few days after the March TCCV Club meeting our hard working Events Co-ordinator circulated an invitation to a Show and Shine event happening at the Phillip Island Grand Prix Circuit. This event was hosted by the Phillip Island Auto

Racing Club (PIARC) and combined with one of their regular track days/sprint meetings. The day included parade laps of the circuit for Show and Shine participants.

After dozens of visits to the track for car and motorcycle racing events I've long harboured a wish to do a few laps and check out the famous corners.

Ironically I did manage 8 or 9 laps of the track one hot January day a few years back, but on that occasion I was not in possession of a vehicle: the event was for joggers and cyclists!



Forming up at the Caldermeade servo

Where on earth is Caldermeade?

Back to Caldermeade: the local servo was the handy staging post for the Show and Shine crew (see attached photo). PIARC organiser David Bellenger corralled us in the servo car park then led the 30 or so cars on the cruise to the circuit, where we parked up in a designated space behind the pit garages. I was driving our Triumph 2000 on the day and really enjoyed the parade laps around the track. The speed limit might have been 80 kph, but the drivers didn't slow down a whole lot for the corners that made it a fun outing. There were plenty of Show and Shine prizes at the end of the day and everyone seemed to really enjoy themselves.

David Bellenger mentioned that PIARC are hoping to make this an annual event, to again be run in conjunction with a sprint meeting. The organisers put a lot of effort into making the Show and Shine a success, and hope to develop things next year, for example, by possibly providing opportunities for passengers in a race car on the day.

Stay tuned for "The All Triumph Challenge" happening at Winton Raceway on Sunday 11 August 2019. There will be a chance to do parade laps in your Triumph, and if the August event is anything like last year's you will be able to run slightly quicker than 80kph at Winton! Graeme Oxley has more information.

Fraser Faithfull



At Caldermeade, heading for PIARC Show & Shine



Fraser Faithfull at Phillip Island circuit



Cruising the Phillip Island circuit

The True Value of TCCV Membership



The ongoing restoration of "Lady Luck" a 1977 Triumph Stag

As many of you are aware, by either having your ear chewed by me or in previous articles, the restoration of Linda's Stag (Lady Luck) has not been without its challenges.

For those of you who don't know; the brief story is that I purchased the Stag brand new from Kellow Faulkner's in September 1977 as Linda's everyday driver. In late 2003 the car was in for its 100,000 km service when the workshop it was in was flooded out. On being notified of the flood I went to the workshop to discover the heads had been removed (without my authorization) and had been sent away "to be worked on". The car was immediately written off by the insurers but we had the right to retain the "wreck" so within two days the car had been dried out, motor removed and sent to Fairfield Motors, transmission removed and given to Bayfield Automatics for clean and reco as necessary. The heads were recovered from the workshop and as they were spotlessly cleaned and machined and valves all numbered it was assumed they had been reconditioned and were installed as supplied when Fairfield rebuilt the motor.

Due to another car under restoration and relocating, Lady Luck sat in storage until

The True Value of TCCV Membership

March 2016 when I completed my current workshop and had somewhere again to work on cars. At Linda's suggestion we also joined the TCCV in March 2016 with the hope we may gain some knowledge on how to restore a Stag and source parts.

We immediately then experienced the friendship and depth of knowledge the members had to offer. Then President Nick Skinner and Graeme Oxley organised a visit to our workshop following the 2016 new Members Day in July and since then many club members have visited again offering advice and help with more difficult tasks.

By June 2017 Lady Luck had been stripped back to a bare shell, phosphate coated, undercoated, colour applied to engine bay and the underside sealed. We attended the New Members Lunch again in 2017 and met Laurie Ellul who had recently purchased a Stag from W.A. and was keen to learn as much as he could about how they worked. Fortunately for us Graeme Oxley mentioned to Laurie that our car was about to be assembled from a bare shell and Laurie has attended every Saturday since which not only has been a tremendous physical assistance but has also kept me motivated to have something ready to do each week.

With further assistance from Alan Edge and Andrew Richards we were able to sort out the original pollution control and anti run-on pipe work and were ready to start the car for the first time on Saturday (27th April). Members Mal Clark and Frank Santoro offered to be present for the inaugural start to assist if there were any glitches. It was then that Lady Luck decided not to live up to her name...the motor started but sounded like a tractor and was in fact only running on 5 cylinders.

Mal's expertise clicked in and very soon discovered that there was no compression on the offending cylinders due to the valve shims not being correctly installed and the valves being held open. It was decided that there was nothing more to do until I spoke to Fairfield Motors on Monday morning to try and ascertain what had happened some 15 years ago. After checking earlier paperwork (yes I did have 15 year old paperwork) and discussing the issue with Richard it was obvious that Fairfield had restored the



The True Value of TCCV Membership

bottom end of the motor and installed the heads “as supplied” which were from the workshop where the car was drowned and the owner did not care one bit.

On returning home quite dejected and thinking how this would put the restoration back months Mal rang and asked how I got on. On hearing the situation he responded and said that he and Frank would be at my place the next morning to remove the heads and by 4 pm the heads were with Stuart at Cave Hill Engines whom Mal has a great relationship with. By Wednesday 9am Stuart had assessed the heads and said that they had been machined “as well as machinery allowed 15 years ago” but the shims had not been set right and the valve springs were no good either. We agreed that the valves, seats and surfaces would all be machined to today’s standards, the springs replaced and shims set up to correct tolerances. Late Thursday Mal rang and said he had talked to Stuart and the heads would be ready to pick up Friday morning so he and Frank would come around to reinstall them. By 7pm Friday the engine bay was completely back together and the motor was purring.

What an incredible six-day turn around which would have been absolutely impossible without the generous time and effort of fellow club members, which demonstrates the true spirit of the TCCV.

As Laurie has to still attend his real job during the week I awkwardly avoided his questions about how the motor inquiries were going so that when he arrived on Saturday it would be a pleasant surprise. Linda delayed Laurie going out to the workshop whilst I went ahead and started the motor – oh for a video of his face as he walked around the corner of the house and heard the motor running.

The rest of Saturday was spent running the auto through its paces, bleeding the brakes and having a general clean up.

Next stage is wheel aligning, fitting the soft top (so we do not have to work over new paint, and then off to the paint shop. Let’s hope Lady Luck does not pull any more surprises like that.

My sincere thanks to all the club members (too numerous to mention individually) who have helped us get this far and hopefully I can assist others in the same way in the future.

Roger Makin



TR4 Triumphs Over Time

*Reproduced from SPORTS & CLASSIC CARS
AUSTRALIA December 1988*



England has long been recognised as the home of the bespoke sports car. Of the many marques to achieve production status — Austin Healey, MG, Jowett, Sunbeam et al — Triumph has always had a special place in the eyes of true enthusiasts.

Triumph's TR series have appealed to a different buyer than its traditional rivals, MG and Austin Healey. The styling of the TRs was always less traditional, more "butch" if you like. Through the 1950s and '60s Triumph, MG and Austin Healey dominated the world sports car markets. Amazingly, all three have vanished.

Triumph's sports cars evolved from the desire of Sir John Black to compete with William Lyons. This desire intensified with the launch of the sensational XK Jaguar at the 1948 London Motor Show. But it was not until the 1955 Geneva Motor Show that the first real Triumph sports car was displayed — the TR2. This car was powered by the company's ubiquitous "Vanguard" 2-litre four-cylinder engine, one of the industry's immortals.

The TR2 was followed by the TR3 and TR3A as the '50s unfolded. The vexing question of what to build to succeed the immensely popular TR3A provides us with an interesting insight into the muddled thinking that typified British industry at the time.

Styling proposals for a new TR4 began as early as 1956, but no serious work was

TR4 Triumphs Over Time



The TR4 introduced a new philosophy to English sports cars ... an attempt at comfort.

interesting to note these engines were nicknamed "Sabrina" because of the large, bulbous timing-wheel covers.

The Sabrina engine was designed around the requirements of the 2-litre class for Le Mans. Capacity was 1985cc from a bore of 90mm and a stroke of 78mm. By comparison, the standard OHV engine's dimensions were 85mm x 92mm for 1991cc.

Webster's team of engineers also built a modified TR3 chassis to accommodate the new DOHC engine. It was almost 100mm longer than the OHV 2-litre standard engine. The wheelbase was increased by 152mm.

Sabrina's first competition outing was Le Mans 1959, where she powered three



The TR mid-restoration. Gone are the Peugeot wheels, but not the red paint job.

done until the famous Italian designer Giovanni Michelotti was placed on contract in early 1957. His first styling effort for Triumph was a TR3- based dream car exhibited at the 1957 Geneva Motor Show.

At the same time, managing director Alick Dick authorised Harry Webster to build a small series of twin-cam engines for use at Le Mans. Like Sir John Black, Dick also had a burning desire — to win the coveted teams prize at Le Mans with his Triumphs.

These engines were designed and prototypes built for testing. It is

TR3A look-alikes. These cars were special 94in wheelbase (up from 88in), glass-fibre bodied TR3s. Although the cars failed, Sabrina's performance was such that prospects for road use were very good.

Around this time in Triumph lore (1957), Webster devised a project coding system using four-letter words beginning with "Z." For example, the Herald was called "Zobo", the Vanguard replacement "Zebu" and the TR4 "Zest".

In 1958 Michelotti produced a "Zest" prototype that included many styling

TR4 Triumphs Over Time

hints of what was to become the definitive TR4. For example, it was somewhat slab-sided, it had the slight kink in the door line and the headlights were in the grille. "Zest" was built on the 88in, narrow track TR3A chassis. Nothing of any consequence was done with "Zest" at this stage.



A year later management's thoughts again returned to the project, re-coded as "Zoom". The chassis this time would be 152mm longer in wheelbase, 88mm wider in track and have rack-and-pinion steering. Many stylings of "Zoom", powered by the Sabrina engine, were similar to the earlier "Zest" proposal.

By this time some urgency had crept into the situation. Time was of the essence. A decision had to be made.

It was. Early in 1960 it was decided to go ahead with production plans for the "Zoom" proposal, and that the Sabrina engine should also be tooled for production.

But meanwhile other events had overtaken the automobile industry world-wide. The years of 1960 and '61 were a recession for the industry and Standard-Triumph was badly affected. Sales were down markedly, cars were being stockpiled everywhere and cashflow became critical. The original decision was, therefore, modified.

Production plans for the Sabrina engine were scrapped. Instead, of using an extensively modified chassis, the new TR4 would use the existing TR3A chassis but with the wider track and rack-and-pinion steering. It became a body-style change instead of a major model upgrade as was originally decided.



The interior is typical of a '60s , sports car while the two-litre twin-carburettor engine remains a rugged performer.

TR4 Triumphs Over Time

Poor Michelotti was then instructed to come up with the definitive body- style using a widened TR3A chassis. Within a matter of weeks he delivered.

Being a creative genius, Michelotti combined what he considered to be the best styling features of his "Zest" and "Zoom" proposals. Such was the rush within Standard-Triumph at the time that for some unexplained reason it kept the earlier "Zest" code.

The first TR4 engineering prototype was on the roads and being tested in February 1961. Specification- wise, the new TR4 carried over many components unchanged from the TR3A. The most obvious of these was the rugged, reliable, well proven 2138cc OHV four-cylinder engine — the 1991cc unit being available as an option.

Apart from being wider-tracked, the chassis and suspension were also carried over. New for the TR4 was a four- speed, all-synchromesh gearbox with optional Laycock overdrive.

The TR4 Triumph introduced a whole new philosophy to English sports cars, a trend that would be copied by its competitors. The idea of spartan motoring with few comfort concessions was about to end — with the exception of Morgan, which still makes few concessions to occupant comfort.

Michelotti produced a body-style that would endure for eight years, with minor cosmetic changes, as the TR4, 4A and 5. Karmann, of Osnabruck, West Germany, re-styled the front and rear to create the TR6, which would be produced until 1976.

Style and practicality had never been a feature of English sports cars until the advent of the TR4. Its ruggedly handsome lines hid an extremely roomy luggage

compartment and a much wider, roomier interior. Wind-up windows were another first for Triumph, together with a larger, more curved laminated windscreen.

The body was much lower than the outgoing TR3A. From the front there was a full-width grille incorporating the headlights under small "eyebrows" and the indicator lights, and the bonnet was now hinged at



TR4 Triumphs Over Time

the front for safety. Included in the bonnet pressing on the right hand side was a bulge to clear the twin SU carburettor dashpots. At the rear the lines were squared off with vertical tail lights on each side.

An interesting, innovative two-part hardtop was available as an option. This consisted of a removable roof panel and a bolted rear section with the large rear window. It was quite expensive, and was not a popular option. It also pre-dated Porsche's famous targa top by some years...

Inside, the driver was well catered for. The dashboard was a full-width panel with wood veneer facing and a padded vinyl top. At each end were large, adjustable, fresh air vents, another first for an English sports car.

Directly in front of the driver were the two most important dials — speedometer and tachometer. To the left, in the centre of the dash, were four smaller round gauges for coolant temperature, fuel level, amperes and oil pressure.

Market acceptance of the TR4 was strong. In the remaining three months of 1961 nearly 2500 were built and in 1962, nearly 15,000. Such was its reception that the request by US dealers to continue the TR3A was really unnecessary. Nevertheless, some 3331 TR3Bs, as they were known, were built. Today they are avidly sought by collectors. Between 1961 and 1965 some 40,255 TR4s were built,

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TR4 Triumphs Over Time



Restored and in non-original Ice Blue the TR4 is visually stunning.

18,000 fewer than the super successful TR3A that helped create the dilemma in the first place.

In 1962 a new competition department was established under the direct control of Webster. The earlier competition efforts had been headed by Ken Richardson, fired the year before. With a small budget the new team began to compete in selected rallies, but with little success against Porsche and Austin Healey.

Best performance ratings were a fourth overall in the 1962 Alpine Rally, followed by teams prizes in the 1962 RAC Rally, 1965 Tulip Rally and 1964 Canadian Shell 400.

In SCCA racing in the US, the TR4 enjoyed a much higher profile through the efforts of "Kas" Kastner and Bob Ullius. The latter would gain further fame in the 1980s with his involvement in racing Jaguars.

In 1965 the TR4A was phased in. The most obvious difference between the two models was the adoption of a semi-trailing arm independent rear suspension on the 4A. Apart from minor badge and trim changes, the only discernible clue to the new model was the negative camber attitude of the rear wheels.

Triumph's TR4 was a controversial and transitional car at the same time. It is said as a compliment to the car. Confused corporate thinking delayed its introduction, but also brought an element of possible surprise at what might have been, had STI's executive had the courage of their original convictions.

The Sabrina engine had obvious long-

TR4 Triumphs Over Time

term development potential that the old Vanguard engine never had, despite its other qualities. We can but wonder how a longer wheelbase would have affected the TR4's handling abilities.

Mechanically, it marked the end of an era for Triumph because it was the last "traditional" Triumph sports car. Its successors had independent suspension and six-cylinder engines from other models in the corporate range.

STI management had a stroke of genius when they put Michelotti on contract. Through his efforts the style of sports cars generally, and Triumph in particular, changed dramatically. His style was to remain with Triumph for 15 years with only minor cosmetic updates.

The concept of the TR4 is so right that it is amazing no manufacturer today has resurrected it. Apart from the never-changing Morgan and the Michelotti-styled Reliant, sports car enthusiasts have little choice but to buy an oldie, like a Triumph, and rebuild it. Problem is, there aren't many left.

The car featured here is a 1965 model of uncertain heritage. It is believed to have been an Australian-delivery and is thought to have had two owners prior to its existing owner. He purchased it in 1981 when it was "basically a mess".

The engine had been pulled out and it was sporting Peugeot wheels and several other bits and pieces from other cars. "I bought it on the proviso that the TR motor — although pretty worn out — was put back in," the present Owner (who asked not to be identified) said. "Then I drove it for six months before I bought another TR and put this one in the garage for about four years".

Eventually he was forced to sell the other Triumph and decided it was time to "do up" this one. As is so often the case, that became a restoration, then a full restoration, and now, an effort to produce a concours winner.

The car was completely stripped, the entire suspension re-done, the chassis repainted and new brakes fitted. The motor was stripped and re-built, complete with a re-bore and new pistons. The carburettors were re-built and polished and the drive train overhauled.

Everything except the Steering wheel and radio was original. And then came the problem of the colour. The car had been red, but the owner wanted a change. After much deliberation he decided against an original colour and had the TR done in a spectacular Ice Blue.

The paintwork was done by Mal Clarke at his property in the Yarra Valley near Melbourne. Mal is well known, especially in Sunbeam and Talbot circles, for the immaculate restoration work he has done. In this case it was only the paint job — but the TR now sports eight coats of blue and five of clear lacquer; each one rubbed back after application.

TR4 Triumphs Over Time

The car was not quite finished at the time of going to press. There was an interior trim kit still to come from Britain, some badge work needed completion and new mirrors were on order. But the owner hopes when this is done it will be ready for concours showing.

On the road, the TR is still magic. Sure, it has scuttle shake on the rough bits, but so do all sports cars from this era. But it is responsive, both in acceleration and handling, and in overdrive can cruise all day at 100mph, let alone 100kph. With the hood down and the burble of that sports exhaust ringing out you know you are in one TR which has triumphed over time.

Report: Gavin Farmer and Geoff Hawthorne.

Photos: John Murie.

Tractors to Sportscars

An article first published in UniqueCars by Rob Blackbourn, 19 April 2017.

<https://www.tradeuniquecars.com.au/features/1704/tractor-engines-harry-ferguson-and-his-mates-blackbourn-384>

Submitted by Alan Andrews

What to do with a bit of spare capacity in a tractor plant? Here's an idea...

A tractor's ability to plough a straight furrow has little to do with sports car performance. Obviously.

It's a bit of a surprise then that the vast gulf between the approaches to tractor and performance-car engineering has often been straddled successfully by manufacturers.

Lamborghini is the obvious first case-in-point. After his WWII service, young Ferruccio Lamborghini started cobbling up tiny tractors in Northern Italy, using components from military-surplus equipment. This backyard set-up ultimately became a fully-fledged tractor manufacturing operation. In the 1960s the by-then seriously wealthy Signor Lamborghini started building supercars as well, allegedly because of disappointing Ferrari-owning experiences.

Next, my favourite tractor man, Irish engineer Harry Ferguson, whose legendary 'Grey Fergie' tractors, IMHO, deserve a place alongside collectable cars....

Ferguson's innovative take on tractor design – an approach that was ultimately much imitated – established him as the 'father' of the modern farm tractor.

Tractors to Sportscars

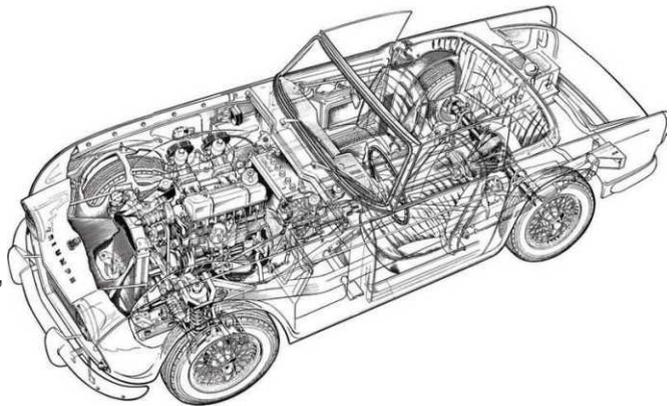
After falling out with Henry Ford II over a deal to build Ferguson tractors at Ford's Dagenham plant, Harry collaborated with the Standard Motor Company in Coventry. In 1947 the FE20 (the Grey Fergie) laid first claim to Standard's all-new 'wet sleeve' 2.0-litre engine; the following year Standard launched its new Vanguard sedan featuring a high compression version of the 'tractor motor'.

Subsequent years saw Standard's popular Triumph TR2, TR3 and TR4 sportscars powered by uprated twin carburettor versions of the 'tractor motor.'

Australia's radio star of the 1950s, Jack Davey, owned a rare British sportscar featuring the same donk, a Swallow Doretti.

'Tractorman' Harry had more to give, going on to build a 4WD Formula 1 car, the Ferguson P99, that Stirling Moss drove to victory in the UK in 1961; it even made an appearance at Warwick Farm for the 1963 Australian Grand Prix, driven by Graham Hill. In 1966, five years after Harry's death, Jensen Motors launched its FF (Ferguson Formula) Interceptor using his 4WD system.

Now to David Brown of Yorkshire that, interestingly, like Citroen in Paris, started as a gear-cutting business before building vehicles. Its move into tractors came through a joint venture in 1936 with – yep, that man again – Harry Ferguson. After splitting with Ferguson some years later, David Brown went on to become a major tractor builder and exporter. Unlike Lamborghini's



Triumph's TR4 was the last to use the 'tractor' motor



Swallow Dorettis shared engines with the TR Triumphs

Tractors to Sportscars

frustration-driven decision to become a car builder, Brown's move into cars was part of its growth strategy of acquiring other businesses after a profitable WWII – notably including Aston Martin. Under Brown ownership from 1947-72 – the 'DB' period – many legendary Aston Martins rolled out of that tractor factory.

Exploring this tractor/sportscar link was prompted by a recent press release revealing that Italian design house Pininfarina – of Ferrari, BMW and Alfa Romeo (AA: also Jaguar, MG, Rolls Royce, BMC: (Austin, Morris, Riley, Wolseley)) fame – had produced a snazzy concept tractor for the Czech company Zetor.

A surprise lay in wait for me as I fact-checked my recollections of the Lamborghini/Ferguson/ Aston Martin stories. A Daily Mail article – headed: "Is this the slowest Porsche ever?" – featured a Super 308 diesel tractor built by Porsche in 1958, just six years before it launched the 911.

You could have knocked me down with a disc harrow...

Rob Blackburn



A Porsche that's truly "never been driven over 30km/h"

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 24).

Club Membership

In April we welcomed two new members to the TCCV. Leslie Jarvis with a 1975 white automatic Stag and Annalie Squires with a 1977 yellow automatic 2500TC sedan.

Our current membership is now 240.

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

President	Terry Roche	president@tccv.net	M: 0404 391 511
Vice-President	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
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Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	clubfacilities@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	meetingadmin@tccv.net	M: 0412 364 925

Volunteer Positions

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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
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Events Co-ordinator	Peter Welten	events@tccv.net	M: 0409 511 002
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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 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

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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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