

July 2019

The Trumpet

The Triumph Car Club of Victoria Magazine



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Syd Gallagher †
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 Lionel Westley †

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Past copies of Trumpet are available in the Members' section of the Club website www.tccv.net. The webmaster can provide the necessary password to access this reserved area.

For the Preservation of the Triumph Marque

Front Cover Photograph

On the cover this month and above are some of the Triumphs that participated in the Myrtleford Event, see more details in the article in this issue.



Current Advertising Rates - (11 issues published annually.)

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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.

This month it is great to see a new advertiser in *The Trumpet*. Thanks to the efforts of Terry Sully, RINGWOOD SPEEDOMETER SERVICE will be appearing in this and future issues. Ringwood Speedometer Service is under the new management of Gary King and Gary's details can be found in the advertisement in this issue. We recently had work done on our Stag oil and temperature gauges and found they worked perfectly when reinstalled in the car, so we can personally highly recommend their work.

It is again rapidly approaching the Annual General Meeting on Wednesday 21st August when all committee and volunteer positions are declared open and require filling. Consider standing for a position or at least volunteering in an area where you feel you could assist. As we detailed in our May Editorial a very small percentage of our members actually actively participate in the club, let alone serve on the committee or fill volunteer positions - so consider adding some new blood and ideas to the club and put your hand in the ring at the AGM.

In our last editorial we mentioned not being able to attend the June meeting as we had to drive to Port Macquarie to adopt an Airedale Terrier (not quite 4 yo) and people have asked what was so special to drive such a long way the answer is in one photograph.

We already have a back seat cover for the Stag as soon as it is back from the paint shop.

The deadline for the August *Trumpet* is very early as we have to complete it before Roger McCowan, our Publications Graphic Designer takes a well-earned leave. Please note the AUGUST TRUMPET DEADLINE IS WEDNESDAY 24th JULY and this cannot be extended.



Hope to see as many as possible at the President's Lunch on the 4th August..

Linda & Roger

COPY DEADLINE for August Trumpet

Wednesday 24th July

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

Upcoming Events!

July 2019

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

August 2019

4th TCCV – President's Lunch. Convoy meeting place is MacKenzie Park in Yarra Glen at 10.30 am for 11am departure. If you want a coffee from the local coffee places please arrive a bit earlier. Contact me (0413 135 779) and I will add your name to the list. The drive from Yarra Glen, via Kinglake to Flowerdale is spectacular. Just ask anyone that did the Drive Your Triumph Day.

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.

21st 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.

18th TCCV – General Meeting. Uniting Church, 117 Murrumbeena Rd,

Murrumbeena at 8:00pm.

October 2019

10th - 14th TCCV – 14th Combined Vic and ACT Triumph Car Clubs Rally.

Venue: Merrimbulk. TCCV: Meeting Point on the 10th is the BP Service Centre on the Princes Highway Bypass at Officer at 9.45 for a 10 am departure. [Click here for the Agenda.](#)

16th TCCV – General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

27th – Classics in the Park. Iconic car and bike show. Berwick Showgrounds (Akoona Park), Berwick. [Click here for the flyer.](#)

November 2019

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

10th TCCV – Show & Shine. Caribbean Gardens, 1280 Ferntree Gully Road, Scoresby in conjunction with BMC-Leyland Car Club. Call for helpers to direct cars for parking at 8.00am - contact Peter Welten. Gardens open for classics to arrive at 8.30am. TCCV has a designated parking area. \$10 entry to the show and shine plus small entry fee into the gardens.

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

The TCCV is represented by Peter Welten, Colin Jenkins and myself at the Association of Motoring Clubs (AOMC). The AOMC has been campaigning for some time for the luxury car tax to be abolished. The tax was originally introduced mainly to protect the local industry when luxury vehicles were produced here. As local production has now ceased, there is effectively no local production of luxury cars to protect.

The tax is 33% for cars valued over the threshold value of \$75,000. For some cars, the threshold is slightly less. The devil is in the detail. How does this affect the classic car movement? Many classic cars that enthusiasts choose to import are over this value, and are therefore affected. The classic car movement in Australia is therefore at a disadvantage in that access to many cars becomes much more difficult.

How does this affect our club? There is probably no direct affect, unless you are trying to import a pristine TR5 or a rare Standard, both of which have retained very high values in the UK. Some of our members might also be interested in importing cars other than Triumphs.

The indirect impact is on local suppliers of parts and services. The more difficult it is to import classic cars, the more the local specialists, who we rely on for service and restoration services, will struggle in the long term to survive. This will ultimately be to the detriment of clubs like ours.

The major crackdown on asbestos in imported vehicles has made importing vehicles difficult enough. The decision not to axe the Luxury Car Tax is a major blow for the very large classic car movement.

In relation to the asbestos issue, be aware that importing friction parts such as clutch plates, brake pads and linings and overdrive parts such as the clutch parts in the A type overdrive, can expose you to heavy fines unless you are sure that they don't contain asbestos.

Now that the cold weather has arrived, our engines seem to run much sweeter, and potential overheating problems are much less of a concern. We have some excellent events coming up, and we should make every attempt to give the cars a run, even if you have to put the top up. Those of us with vinyl tops should be storing the cars with the top up in winter anyhow, as if they are stored with the top down in winter, you will have a devil of a job getting them up later in the year.

The President's lunch is coming up on the 4th of August so I hope to see you there. Check the website for the other events over the next few weeks.



Terry Roche

Notice of the 2019 Annual General Meeting of the Triumph Car Club of Victoria Incorporated

To be held on Wednesday, 21st August 2019 at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena, commencing at 8pm.

Agenda:

- Welcoming Address
- Apologies
- Tabling of the minutes of the previous AGM
- Annual financial report and tabling of the Annual Financial Statements
- President's Report
- Presentation of Awards
- Election of the Committee for the coming year
- Appointment of volunteers for non-committee positions for the coming year

Please ensure that any Committee Member nominations are provided in writing to the Secretary no later than seven days prior to the AGM. A Committee Member Nomination Form is located in the Members Only section of the TCCV Website.

Positions Vacant: Committee members and club volunteers

It is that time of the year again when we start to plan for our Annual General Meeting, the election of Committee positions and the seeking of volunteers.

The TCCV is enjoying a healthy and vibrant period with steadily increasing membership. The membership has more than doubled in the twelve years I have been a member.

Our club will remain healthy and attractive to new members if we have new people with fresh ideas stepping in to Committee and volunteer positions fairly often.

The AGM on 21st August is your chance to step up. Even if you do not want to take on a full volunteer role you may wish to offer assistance to our volunteers that would be gratefully appreciated.

The Committee positions and volunteer positions are listed at the end of this magazine. For Committee positions there is a nomination form on our website www.tccv.net in the Members Only section. If you need the password, or would like me to send you a form, please ring or email me.

David Ferguson

Secretary

Queen's Birthday Weekend

TCCV Club Members John and Kym Goodman (TR6 and Spitfire 1500) from Myrtleford wanted to organise a Club run around the Myrtleford area. The Queen's Birthday weekend was chosen and organised. Our accommodation was at the Golden Leaf Motel in Myrtleford.

Event Coordinator Peter Welten organised a convoy from Yarra Glen and Denise McGuire (TR3A) and myself in the Stag left the Maccas on the Ring Road at 9:30am. The plan was to meet at a Bakery in Seymour for morning tea. After a hot drink and a pastry and cake we headed off to the BP Service Centre at Glenrowan. Here we topped up with 98 for the Triumphs and Maccas for the members' tummies. Ross and Lyn Harvie and John and Cheryl Mayberry

from Griffith, Bob White from Deniliquin, Bill and Judy Harvie from Tocumwal and John Powell from Cobram had lunch in Wangaratta with Laurie Grogan and Louise and met us at Maccas for the convoy drive to Myrtleford. Our leader was John Goodman in his BRG Spitfire 1500. A decision was made to go to the Cheese Factory at Milawa; but before reaching Milawa we had to drive through a heritage town called OXLEY. What a wonderful town!!!! Car parks were at a premium at the Cheese Factory, when we got inside for the cheese tasting it was a 20 minute wait so most of us gave it a miss. After a brief stop we headed off to our accommodation in Myrtleford. The drive from Oxley to Myrtleford is very

picturesque. We had a nice convoy drive to The Golden Leaf Motel where we were to stay two nights and once booked in it was time to have some chitchat outside the rooms. Before we knew it, it was time to walk to The Fez Café for interesting and delicious Middle Eastern Style food.

On Sunday morning some of us went down the street for brekky. It was planned to leave the Motel at 9:30am and head off to the Greta Cemetery to visit the Kelly family graves. Club Members Peter Gaston (TR7), Greg Oates (Stag) and John Dows (TR4 IRS)



Ned Kelly Experience



from Albury met us at the Cemetery. John Goodman, now in his newly acquired red TR6 with hard top, is a bit of a wiz on Ned Kelly History. Here we viewed where Ellen (Mother), Ned, Steve Hart, Jim, Dan, Maggie were buried in unmarked graves. It was interesting viewing at the Cemetery. It was back on the road and we stopped at the site of the Greta Police Barracks and the site of the O'Briens Hotel which was opposite. The Police Station and horse stables (now a miking shed, not in use), are still there but in very poor condition. It would be nice to see them restored. There is nothing left on the site of the O'Briens Hotel. A recent survey in 1852, found that Greta had 2 Hotels, Coach Station, General Store, Bakery, Butcher Shop, two Blacksmiths, School and a Police Station with Barracks. Not much left any more, just empty sites. We were now on the Kelly Gap Road, which was gravel, but not too hard on Al and Joan's Herald. Here we stopped and viewed what is left of the Kelly family homestead. One had to have a good imagination of how things might have been.

We then headed into Glenrowan for lunch, it sure is a Ned Kelly town. Everything is referred to as Ned Kelly this and that. We had lunch in the Bakery and then went walk about. The Mad Max Ford XB Coupe was on display in the main street. For those who can remember the Feral Kid, Emil Minty from Mad Max 2 movie, he is now a forty plus year old guy signing autographs. Club Member Peter Gaston got a photo sitting in this car. There is a

Ned Kelly Experience

Ned Kelly's Last Stand Animatronics Show at the Tourist Information Centre. I want to go back and have a look at this production that goes for 40 minutes.

Check out www.glenrowantouristcentre.com.au or contact 03 57662367.

There was no mention of Ned's father John "Red" Kelly who was a convict and was imprisoned at Port Arthur and in 1866, aged 45 he died of alcoholism. Ellen was 33 at the time, she had eight children to Red of which one was stillborn. Red died in Avenal and is buried at the Wallan Cemetery. I believe that the Kelly homestead is still standing in Avenal. To find out more info on our famous bushranger Ned Kelly there is a book called "*A Short Life*" by Ian Jones.

Before heading off, John gave a brief on The Siege at the site of the Ann Jones Inn, now no longer in existence. One can only imagine what was going on back in those days. After the talk it was back on the road heading off to Beechworth. Kym decided it was time to try the passenger seat in Denise's TR3A as she had not been in a LHD car before. It was now time to have a Ned Kelly tour of the Beechworth Goal. This tour was conducted by Rhiannon, a beautiful lady with a personality to match and a guy called Graeme (great name). The tour was very informative. When prisoners entered the goal they had to empty their pockets. A little boy asked the question "Did they take their mobile phones off them as well?" We saw Ned Kelly's cell (No 30) and Ned's Mum's cell No10. Next to room 10 was a solitary confinement cell. It would have been hell in there. There was also a swimming pool that by law had to be part of a prisoner's rehabilitation. It was quickly becoming dark and time to head back to Myrtleford before the kangaroos came out. Dinner was at The Savoy that is just a short walk from the Motel, it was



Ned Kelly Experience

a \$25 Smorgasbord meal with sweets. Some were seen coming back from the Gaming Room. John and Kym had organised an Observation Quiz for the Sunday run. All was going well until this question “What type of car has the most patina near the Everton Station?” No one knew what patina meant and by coincidence the patina car had been removed from this site the day before. Ross and Lyn Harvie won the Quiz and got a nice bottle of red which they shared with the group. Nice gesture. Neil and Helen Robinson and Peter Welten and I came equal second. However to get a winner Neil and Helen answered another question correctly and won a book. It was time to head back to the motel in the rain and prepare for Monday's drive.

It absolutely poured with rain on Sunday night and Monday morning. Some decided to head south and not take part in the Monday drive to Bright and onto Mt Beauty. Even in heavy rain the Bright scenery was very picturesque. At Mt Beauty we visited the STOEWER Motor Museum owned by John Stanley. Michael and Trish Hall in a TR4 missed the Stoewer turn but did find their way back to see the Museum. Stoewer were the third biggest manufacturer of cars in Germany after Daimler and Benz, but did not survive after WW2. There are only about 50 driveable Stoewer Cars remaining in the World. There were 5 drivable models in John's Museum. Also featured in this Museum were a 1912 Brush Model F and a 1911 Empire Model C and a horseless carriage. Stoewer also made a range of Sewing Machines and Typewriters which were also on display. He also had a very nice XJE 150 Jaguar Coupe.

Lunch was at Treats Café where they served simply the best Lamb Shank soup. It would be worth the trip to go back and have another helping. We left Mt Beauty and headed back to Myrtleford via Yackandandah to the Motel. From here Peter Welten and I drove back in convoy. We had an incident just out of Benalla when travelling at 110 kph in the Stag and only 48” high we came over a crest only to find that cars had slowed to 40 Kph because a highway patrol car decided to pull a

motorist over. Why on the crest of a hill and everyone travelling at 110 kph. He obviously gave no thought of the place where he pulled a car over and that Peter Welten in a Landcruiser was following me. Peter had a better view and I didn't get to see the Patrol Car until I was upon it. What a stupid rule. This will change when there is a major accident, in a low car you don't have the vision. Another incident on the road between Bright and Mt Beauty, another Patrol Car pulled over a driver and there



Ned Kelly Experience

was no safe place to stop so the offending driver stopped in his lane blocking all traffic heading into Bright. This road is only wide enough for two cars only and nowhere to pull over. What was this patrolman thinking!!!!

All up it was a wonderful Ned Kelly Run. Thanks to John and Kym Goodman who had organised this fun run and did a very good job. Thanks to all that turned up to enjoy this weekend.

Graeme Oxley

Check out Photobucket for photos of the Myrtleford event and some old photos of the Kelly home and hotels and police station at Greta.

QUEENS BIRTHDAY 2020

Next year for the Queen's Birthday weekend the TCCV are off to Hahndorf in SA as guests of the Triumph Stag Club of SA. Hahndorf is classified as Australia's oldest surviving German settlement and each year thousands of people, young and old, enjoy its charm and the hospitality. Hahndorf dates back to 1839.



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Car Battery Poles and Connectors

I have never really paid much attention to my battery connectors, kept them tight and clean, end of story.

More recently my TR4 has been painful to start, the starter motor grinds on without much enthusiasm and starts the engine eventually, however I put this down to the starter motor which has been there forever. Speaking to a friend he suggested my earth connection might not be what it seems. The cable is well connected to the car but the battery connection is another matter completely.

For years battery terminals were conical shaped and the connectors likewise, nowadays batteries have cylindrical poles. So what, you might think, well when you place an old shaped connector onto the pole it is not bedded correctly. You will also be aware the diameter of said modern poles is smaller which makes getting a tight all round fit difficult.

Test your own, if you can pull off the connector by hand or turn it, even when it's tight, chuck it. My issue was a percentage of the connector was not properly sitting on the pole. I have cut out a section of the opening where the bolt goes thru the clasp and this gives me a tighter grip on the pole, until I can buy new connectors and wires.

I recall Graeme Haymes telling me to replace the leads on the TR6 for similar reason—perfect result.

I say, if you have to crank your motor to get the car started, replace the wires and connectors for the more modern round shaped ones that actually fit snugly onto the terminals, failing that have a crack at making the connector tighter.

I did the latter and the sparking start-up difference was profound.

I have also been advised to stay clear of disconnecter devices as they generally don't give that all round connection. I had one of the brass ones with the green winder, I found the interruption to the cable was reducing the effective connection from the cable to the pole.



Just another happy “Triumph” by Chris Sallmann

Car Battery Poles and Connectors

Editor's Note: Recently during restoration of our Stag we also chose to install battery isolation and used a marine switch with a removable knob also adding extra theft protection. The switch was painted the body colour and located in an inconspicuous part of the engine bay very close to the positive terminal. As our

Stag has an electric clock and Classic Modern radio fitted (that requires programming if power is lost) a 1 amp bypass fuse was also fitted to maintain constant power to these units – however any overload caused by a fault in wiring or an attempt to hot wire the car immediately blows this fuse giving the extra safety and anti-theft benefits.



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

Restoration of Wooden Dash Panels

I recently purchased a 1972 Triumph Stag from Queensland and the dash wasn't the best, so I decided to buy a new one from England. I went to a Stag Club evening and met Laurie Ellul who said he had his dash done recently here in Monbulk. I looked at his car and with the cost about a third of the price from England I decided to go the same way. Laurie came to my home and helped me remove the dash and took it to be repaired at the same place he went, Raptor Hydrographics in Monbulk. A couple of weeks later Laurie returned with the dash that looked brand new. He also helped and showed me how to reinstall it back in the car. I can highly recommend to anyone who is considering replacing a dash to speak to Laurie first as I am extremely happy with the outcome.

Many, many thanks for the help Laurie gave me, he went above and beyond, considering he came on such a cold night.

Grant Hodgson

EDITORS NOTE: We are in the process of preparing an article on the Hydrographic process for a future Trumpet and have also asked Mick from Raptor Hydrographics if he would be a guest speaker at a future meeting



Triumph Cars in Recent Movies



Many of us can recall movies from the sixties and seventies that featured Triumph cars, either in cameo appearances or more spectacular roles, including a handful from the James Bond 007 series. In the same way that they are becoming a rarity on the roads these days, Triumph cars are quite a rarity in more recent movies and videos.

So it was quite a surprise when my wife called me to see a scene in a movie she was watching. The movie was "Made Of Honour" and the scene was an incident in Scottish Highland Games, in which an American had to compete against a Scot in a number of events. He did quite well, up until it came to tossing the caber, where it landed perfectly down the centreline of a Stag. "Made Of Honour" was produced in 2008.



This got me thinking about other more recent video productions, including Madonna's "4 Minutes" where she and Justin Timberlake leap across the tops of several cars (Dolomite, 2000 Saloon, etc.). This music video was produced in 2009.

My favourite is "Killer Elite" produced in 2011, with a lot of it done in and around



Triumph Cars in Recent Movies



Melbourne. It is set in 1980, so there are numerous Triumphs, Cortinas, Jaguars and so forth from that era.

Why is this one my favourite? I was able to be on location for the shooting of several scenes, and you can just see my car on the right-hand side of the bottom photo.

Roger McCowan



From an Electrician...

Another one of "Bill's" Labor thought bubbles - shades of pink bats, NBN and others!

Charging Electric Cars

I recently did some work for the body corporate at the Dock 5 Apartment Building in Docklands in Melbourne to see if we could install a small number of electric charging points for owners to charge their electric vehicles. We discovered:

1. Our building has no non-allocated parking spaces i.e. public ones. This is typical of most apartment buildings so we cannot provide shared outlets.
2. The power supply in the building was designed for the loads in the building with virtually no spare capacity. Only 5 or 6 chargers could be installed in total in a building with 188 apartments!
3. How do you allocate them as they would add value to any apartment owning one. The shit fight started on day one with about 20 applications received first day and many more following.
4. The car park sub-boards cannot carry the extra loads of even one charger and would have to be upgraded on any floors with a charger as would the supply mains to each sub-board.
5. The main switch-board would then have to be upgraded to add the heavier circuit breakers for the sub mains upgrade and furthermore:
6. When Docklands was designed a limit was put on the number of apartments in each precinct and the mains and transformers in the streets designed accordingly. This means there is no capacity in the Docklands street grid for any significant quantity of car chargers in any building in the area.
7. It gets better. The whole CBD (Hoddle Grid, Docklands) and Southbank is fed by two sub stations. One in Port Melbourne and one in West Melbourne. This was done to have two alternate feeds in case one failed or was down for maintenance. Because of the growth in the city/Docklands and Southbank now neither one is now capable of supplying the full requirement of Melbourne zone at peak usage in mid- summer if the other is out of action. The Port Melbourne 66,000 volt feeder runs on 50 or 60-year-old wooden power poles above ground along Dorcas Street, South Melbourne. One pole is located 40cm from the corner Kerb at the incredibly busy Ferrars St/ Dorcas St Intersection and is very vulnerable to being wiped out by a wayward vehicle.
8. The required infrastructure expenditure (excluding the new power stations) would dwarf the NBN cost.

These advocates of only electric vehicles by 2040 are completely bonkers. It takes

Continued on Page 18

More On The Reality Of Electric Cars

5-8 years to design and build a large coal fired power station like Loy Yang and even longer for a Nuclear one (that's after you get the political will, permits and legislative changes needed). Wind and solar just can't produce enough. Tidal power might but that's further away than nuclear.

It's just a greenies wet dream in the foreseeable future other than in small wealthy countries. It will no doubt ultimately come but not in the next 20 years.

Submitted by

Dale Ross

Seenager

A New Word For Your Vocabulary

I just discovered my age group! I am a Seenager (Senior teenager). I have everything that I wanted as a teenager, only 60 years later:

- » I don't have to go to school or work.
- » I get an allowance every month.
- » I have my own pad.
- » I don't have a curfew.
- » I have a driver's license and my own car.
- » I have ID that gets me into bars and the wine store. I like the wine store best.
- » The people I hang around with are not scared of getting pregnant, they aren't scared of anything, they have been blessed to live this long, why be scared?
- » And I don't have acne.

Life is Good!

Also, you will feel much more intelligent after reading this, if you are a Seenager.

Brains of older people are slow because they know so much.

People do not decline mentally with age; it just takes them longer to recall facts because they have more information in their brains.

Scientists believe this also makes you hard of hearing as it puts pressure on your inner ear.

Older people often go to another room to get something and when they get there, they stand there wondering what they came for. It is NOT a memory problem; it is nature's way of making older people do more exercise.

SO THERE!!

Linnae Donnelly

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 16).

Club Membership

In June, we welcomed two new members to the TCCV, giving us a total membership of 247 members as at 1st July.

Jeff Quiggin 1964 12/50 Export Saloon

Robert O'Brien 1965 2000 Saloon

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

\$60.00 Annual Membership, with a \$10.00 membership fee discount for eTrumpet in preference to hard copy of club magazine.

\$20.00 once off Joining Fee applies from 1st July to 31st December only

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.tregister.co.nz/

The Dolomite Homepage

<http://www.triumphdolomite.co.uk/>

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

The username and password needed for you to upload your photos to the Club's PhotoBucket collection are available via the website's 'Members Only' section.

Information about PhotoBucket is available in the 'Photo Gallery' section of the website. Email Photomaster at photos@tccv.net if you have any queries with the process.

Club Contacts

Committee

President	Terry Roche	president@tccv.net	M: 0404 391 511
Vice-President	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
Secretary	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	clubfacilities@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	meetingadmin@tccv.net	M: 0412 364 925

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
Regalia Officers	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden Peter Mayer Nick Skinner Terry Roche Denise McGuire		M: 0448 081 947 M: 0412 124 524 M: 0419 322 441 M: 0404 391 511 M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten Graeme Oxley	events@tccv.net	M: 0409 511 002 M: 0413 135 779
Triumph Trading	John and Fay Seeley	trading@tccv.net	M: 0491 107 869
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	tool librarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

Car Captains

Refer to our website for Club Captain contact details

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

Trumpet Collation

If you would like to help with collation, please let me know and I will ring you as a reminder a day or two before collation, which is usually on the Tuesday of the week prior to the monthly general meeting. Members who come along to assist can earn Clubman points and get their magazines earlier than anyone else!

Give me a call on 0407 885 983 if you think you could help occasionally.

Ann Welten - Collation Co-Ordinator

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