

The Trumpet

February 2020

The Triumph Car Club of Victoria Magazine



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

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

The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

Articles in the *Triumph Trumpet* may be quoted without permission, however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles should reach the editor by the date announced on page 3.

Life Members:

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

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

For the Preservation of the Triumph Marque

Front Cover Photograph

Cartoonist Ken Maynard conceived "Ned and his Neddy" (the Ettamogah Mob) in the early 1950's – the era of the Mayflower – and subsequently the Ettamogah Pub. His cartoons featuring the Ettamogah Pub and Mob were published in the *Australasian Post* from 1958. The building featured on the front cover was built in 1987. In December 1990, the Pre-54 Triumph Register held its inaugural Australian Rally at the Royal National Park, near Sutherland NSW. Roger McCowan drove his 1951 Mayflower from Melbourne to the Rally for the weekend, and back home again, all without incident or breakdown.



Current Advertising Rates - (11 issues published annually.)

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

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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.

What a January! Drought, Fires, Storms, Floods, Dust and Coronavirus!! We can only hope the year improves and we can relax a little and enjoy our Triumphs.

Many of you met our friends Mark and Mary who assisted us with the set up for the Christmas party and parked their brand new Tickford Mustang alongside our 1964 convertible. Not long afterwards they travelled to Merimbula to spend Christmas with family. Shortly after Christmas day they decided to come home to Melbourne as the fire danger was increasing, however got caught up in roadblocks and fire fronts approaching. Soon they were trapped and spent the night on the edge of a dam with a local farmer in his Ute, watching the fires surround them. Next day they travelled together - until the Mustang slashed a tyre, large enough that the onboard compressor could not maintain pressure (new Mustangs, like many other new cars, do NOT have a spare wheel of any type).

The Mustang had to be abandoned and Mark and Mary squashed into the farmer's Ute along with an array of dogs and cats and eventually managed to get to Tumbarumba where they spent the night free of charge thanks to the local motel owner. Next morning Mary laughed as she turned her only T-shirt inside out to get a "fresh" look to be greeted shortly afterwards by another local who gave them both new T-shirts. Eventually they were evacuated to Wagga Wagga where they spent the night and hired a car to return home – never expecting to see their Mustang again.

Ten days later after locals had been granted access back into the area Mark received a call from their rescuer to say he had found the Mustang intact with an unburnt patch of ground around it! The car



was trucked to Wagga Wagga and fitted with a complete set of new tyres and Mark, complete with a spare wheel, jack and other tools (which now occupy his boot)

Continued on page 6

COPY DEADLINE for March Trumpet

Friday 28th February

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

Upcoming Events!

February 2020

9th TCCV – Worldwide "Drive Your Triumph Day". Plans are forming for this event to be held at Anglesea. So far, meet at the BP Service Centre on the Geelong Bypass ringroad at 10:45 for an 11:00 departure. *Please use our website to register your intention to attend.*

16th – Ballan Great Vintage Rally. Triumph cars and motorcycles are advertised to feature in this live steam event. [Click here for the flyer.](#)

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

23rd – RACV British & European Motoring Show. Yarra Glen Racecourse. [Click here for the flyer.](#)

March 2020

4th – 14th TCCV – Flinders Ranges Tour. TR Register organiser John Johnson has invited TCCV to join this event touring South Australia's Flinders Ranges. [Click here for an outline of this 11-day event.](#) Note: Accommodation prices are "GROUP" and will not last [\(Click here for accommodation details\).](#) Need to decide early and book urgently as a few venues are limited and Wilpena Pound has limited rooms at the price quoted. Let John know by mobile or

SMS: 0419 88 00 75 once you have booked.

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

April 2020

5th TCCV – Cafe Breakfast. Venue TBA.

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

May 2020

16th – The 4th 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. Arrive at RACV Torquay at 9.00am and tour the Great Ocean Road, Barwon Park and Lorne. Awaiting RACV event Registration details.

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

30th -31st – Winton Classic Racing. Meet at Avenal Truck Stop, 10kms north of Seymour on the Hume Highway for an 8.00am sharp departure. Triumph Stags are the featured car celebrating 50 years with parade laps during lunchtime.

Click here to refer to 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

Note: Use the links on the website to register your attendance. You can also see who's already registered AND to look for your own name.

Here we are with February looming up upon us, the second month of the year already moving along at a fast pace.

I could not start the year without acknowledging what a difficult season our beautiful country has experienced. Even those of us, who went to school when the Dinosaurs were still roaming about, would agree that it has been a unique series of weather patterns. The likes of which we have never seen ever.

Fire devastation, dust storms, smoke haze, hot north winds then hail stones battering through cars and windows. Even if we are not directly impacted ourselves by fires, we no doubt have connections in the fire-affected areas and we all feel deeply for those affected.

The devastation of the environment, people who have lost their homes, livelihoods and stock, plus the complete destruction of our native animals and their habitat. How long will all that take to repair? – if ever.

At our January meeting, the TCCV Club generously elected to forward a donation of \$1,000 to a Fire Charity (reputable) and the committee will meet shortly to decide its disposal. I feel sure it will meet with approval from all members. Even though many have already made personal donations, this is a club effort to say "we care".

May I say, strange as it may seem I initially considered myself lucky to be able to watch the New Years Eve Fireworks display on the Yarra river from the eighth floor of a CBD building. But...somehow watching it, it just didn't seem OK. Particularly on that night, as our State was still at enormous risk of ongoing, unmanageable fires raging in Gippsland and on the State Border.

Recently I had a document sent to me detailing some of the activities and actions taken by our wonderful Australian Defence Force called "Operation Bushfire Assist". Some astounding facts and figures to share with you just to show how large this operation really is.

6,400 ADF Personnel are engaged in this major Operation, approximately 3,000 being Reserves called up and 350 International Military from NZ, Japan, Singapore, Fiji and Papua New Guinea, with their air support of Helicopters and Hercules aircraft available for use.

Some of their tasks include
- Health Teams, Catering,
Chaplain service, fresh



Continued on page 6

Lane Change Ahead (cont.)

water treatment and delivery (2.4 million litres) to Kangaroo Island alone. Stock burial, land clearing and fencing, fodder delivery and aerial fire spotting and the list goes on.

Doesn't it make us proud of our Defence Force and all the amazing Emergency Service workers - Pride of our nation one and all.

Must move on closer to home:

Don't forget to check out all the great events organized for the coming months, especially for the Drive-your-Triumph Day. If you can't join in on that day... just go out for a drive anyway in your own Triumph.

Click onto events on the Triumph website and read for yourselves the global organiser's "Event Philosophy". You may even join in with a photo or two of your Triumph day out, it's a worldwide event to enjoy.

Happy and safe motoring Triumph Drivers.

Helen



Editorial (continued)

Continued from page 3

travelled by train to drive it home. Extensive cleaning has been completed and the car looks, and smells, like new again. Needless to say Mark warns anyone about travelling in a car that is not equipped with a spare tyre.

As a gesture of thanks to their rescuers Mark and Mary have collected donations to surprise the farmer with a new water tank (his house survived but not the tanks and outbuildings) and we all plan going with other friends to stay at the "good samaritan" motel in the near future.

At least one happy ending in all the disasters.

Travel safe.



Linda and Roger

Enjoying your Triumph

Being Australia Day, Sue and I decided to take our Renown for a drive down the peninsula to Dromana.

After checking out the events at Dromana, we headed across the Peninsula to Hastings and wandered through the market on the foreshore. We had a gourmet lunch from one of the many food tents and listened to some local musicians while we ate.

On the way back home we stopped at Tyabb at a couple of vintage (junk) shops, but decided we had enough already. Happy to say the car behaved itself the whole day.

Chris Burgess



Trentham Station Breakfast

2nd February 2020

The weather forecast looked good so Al Andrews did his magic and added the "Register Here" icon requesting TCCV Members that had a free weekend to go for a drive to Trentham for breakfast and a Classic Car Display. Sixteen Members responded and seven Triumphs. Ron and Margaret drove their Mercedes as their Spitty was sick, Eddy and June took their Viva for a run and it was really nice to

see Jenny Costalunga come in the Stag. Great effort.

The convoy meeting place was the BP Service Centre near Calder Park Raceway. Departure time was to be 8:30 am but 6 people were missing. There were three Rovers



Trentham Station Breakfast

from the Rover Car Club going to the same place as us. After waiting 10 minutes in the cold, Terry, Helen and Neil and Shane and Dale arrived. They had excuses, but no one believed them. New member Don Maclean and his partner Krystyna Soprun in their newly acquired Stag led the convoy and it was a nice drive up to Woodend.

The brekkie and car show was being held at the old Trentham Station that has been restored. There were quite a few cars already on display. Members of The Cool Country Classics had

set up a BBQ (Egg and Bacon Rolls or Sausage sizzle) and coffee van. It wasn't long before the parking area filled with Classics. There were 10 other Triumphs from the TR Register and it was nice to see Andy Ansell in his blue 1500 Spitfire.

Some of the TCCV Members headed to town to get brekkie and a good coffee and check out the shops. Soon it was nearly midday and people started to head off. I suggested that we go to the Pig and Whistle Pub in East Trentham. 14 people agreed including 4 people from the Austin Club. They were friends of Eddy and June who attended in a Vauxhall Viva. We had a top lunch with lots of noise and laughter and good food. Around 3:30 we headed off home.

For an event that was quickly put together it was a really nice day. Keep an eye out for next year's event in Trentham.

Graeme Oxley



Stag Head Gasket Issues

Everyone who owns a Stag dreads the day that it may blow a head gasket. I thought our Stag was bullet proof until October 2012 when on the way to Beechworth for the combined rally with the ACT club the engine over heated just before Seymour. Thanks to RACV Total Care the car was trailered back home. The luggage was transferred into our MG ZT and we headed back to Beechworth and finished the rally in the MG ZT. It just was not the same.

On returning home I diagnosed the problem as a water pump issue. When I removed the water pump there was no teeth on the pump gears. The pump operates off a jack shaft that runs through the middle of the V8. It turns out that a faulty batch of pumps arrived in Australia that the teeth had not been annealed properly and they just wore down.

My Fix was to fit a Davies Craig Electric Water Pump (EWP) and I was guided by Jim Ostergaard who had previously fitted a EWP to his Stag. The EWP comes with a Digital Controller where the engine temperature can be adjusted to 75, 80, 85, 90 or 95 degrees. I set the controller to 80 degrees. Also the Electric fan can be controlled off the digital controller. The EWP and fan will continue to operate when the engine is turned off until the engine temperature is 5 degrees below the nominated setting. Top idea. My Stag does not have an Electric Fan.

In Oct 2019, 7 years later, I noticed coolant on the garage floor. I was doing an oil change when with the aid of a powerful torch I saw where the coolant was coming from. The Stag was not going to Merimbula on the combined rally with ACT Club. The trusty 2.5PI with 705000 kms got the task. Our Stag in that seven-year period gave no indication that there was a head gasket issue. It had been to Griffith, Cootamundra and Cowra and no issues. The coolant on the floor was leaking from the gasket to the outside of the motor and not going inside the engine.

Brad Ash who built this car and runs a Garage in Paynesville (0403 356 622), was given the task of replacing the Head Gaskets. Brad now gets to service the local Triumph cars. Brad used to own British Auto Care in Brisbane. He did his apprenticeship there when he was much younger. He now has a white GT6 which was his mother's car. We bought his magenta Stag 10 years ago.

John Smith gave me a ride to Paynesville in his black Stag to pick the car up and it still runs beautifully.



Stag Head Gasket Issues

Thanks John. Last Club meeting I took the head gasket along and passed it around the Members. The last cylinder on both sides the water galleries were blocked from a build of a whitish substance. Refer to the photo. This could stem from the fact that the Stag block is cast iron and the heads are aluminium. Brad put Penrite Coolant with a life of 7 years in the radiator. Greg Tunstall in QLD recommends that coolant be replaced every year to help eliminate the build up inside the Stag engine. Terry Roche and Dale Ross recommend a product called SEALWEL. This product cleans the internals of the block and heads and helps prevent leaks. One cube goes into the radiator every 5000 kms. I bought the SEALWEL product from Bursons for \$12.50. This is good for 10,000 kms. Don't forget to ask for your Triumph discount. Google this product. I can highly recommend the EWP and John Benson from Davies Craig will give TCCV Members a very good discount (0418 130 600). Davies Craig advertise in the *Trumpet*.



Graeme Oxley

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Steering Shaft Flexible Rubber Joint

This is a Safety Warning to all owners of Triumph cars that have the rubber donut universal joint that connects the Steering shaft to the steering rack. Go out and check your car now as it is extremely important. It could save your life and prevent damage to your prized possession.

My 1975 2.5PI has Power Steering and has now covered 705,000 kms. Power Steering was fitted in the year 2000 by Greg Tunstall in QLD, and the new rubber donut universal joint had to be used. The car has travelled around 300,000 kms with Power Steering and to be honest I never really checked this universal joint. Back in 1979 I owned a 1966 MK1 Triumph 2000 when I was posted to the RAAF Base at Butterworth in Malaysia. I did notice the rubber joint had a major split in it so my Dad sent me a new one from Australia - I had not heard of Rimmer Bros. back then.

Recently I was reversing out of the car park at Werribee Plaza, the steering did not feel right and I had my suspicions that the joint had failed. I managed to get the car home and once the fuel injection plenum chamber was removed a huge split could be observed.

I ordered a new part from Rimmer Bros. It took a very quick four days from the time I ordered to the time it arrived at my house. Beat that, Australia Post. When I removed the old joint it had broken into four parts and had jammed together. How lucky I was to get the car home? It is a real mongrel job to change but now good for another 300,000 kms.

It would be a good idea to order one from the UK and have it in your shed. If your Triumph is fitted with this type of universal joint, before you drive it again go and check it. Two people are required as the steering wheel has to go through a full turn. Check out the photos.

Also it is a good idea to change the bushes that mount the Power Steering rack. Four are required and they are sold in rubber or poly by Rimmer Bros.

P/N: 150696 Rubber Joint	£12.75
P/N: 1194450 Poly bush	£ 7.50 (4 required)
P/N: 119450S Rubber bush	£ 1.50 (4 required)

*Graeme
Oxley*



Citroën's WW-II Sabotage

You are likely unaware that this year is the 100th anniversary of Citroën. While doing some research I happened to stumble upon a fascinating bit of wartime Citroën lore. It involves screwing with Nazis in a genuinely clever and subtle way that nevertheless had big repercussions. I will explain.

So, when France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there's no way in hell he was going to just roll over and build trucks for a bunch of Nazis. Pierre had a plan.

John Reynold's book *Citroën 2CV* describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower.



By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says it's just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and madly barking curses in German.

It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built, and it delivers its blow away from the site of the sabotage and when it will cause the most inconvenience and trouble.

That's some mighty good sabotaging, Pierre.

Happy 100th Anniversary, Citroën.

The Free World thanks you.

Alan Andrews

This story will read like something only Ronnie Corbet could tell, so pour a scotch, sit back and thank your lucky stars you did not go through this process!!!

I will try to keep it brief as the extended version will see you asleep with half a glass of scotch remaining. That would be a waste!

About a year ago, the car was clunking on take-off. Some noise coming from the rear end it seemed. I went on some TR Forums to seek advice and also discussed with other TR6 owners and yet others who claimed Triumph expertise. I was told many things it "must" be- universal joints, metering unit, bearings, drive shaft wear, differential gears, etc. Almost every wear component of the car.

At the same time, the brake pressure seemed to have increased making stopping interesting. The local ABS mechanic could not fix the brakes as there was not enough vacuum. He

suggested I get that sorted and he could then fix the brakes. By the way, he also mentioned that cylinders 5 and 6 were not firing very well.

I checked out his claim and sure enough, the plugs were jet black and pulling the plugs while running made little difference.

This started a process of discovery and frustration which has lasted a year.

Reset the metering unit timing. Reset the static timing. New spark plugs. Checked throttle bodies and replaced the rear spindle. You cannot buy the middle and front spindles, so I had them machined. There seemed to be a major vacuum leak but I could not find it.

After I exhausted all options for the leak, I determined that I must have a leaking head gasket. Removed the head and the gasket looked OK, although some gases had gone past the surfaces. Maybe I was onto something!! I had the head checked and it was perfect. Had new valves, seals and guides installed. The springs had only done about 1000km, so no need to replace them. Surely this was going to fix it! No!! Still running on 4 cylinders.

I then spent hours trying to sort out the throttle bodies which were very



Tales of a Troublesome TR6

uncooperative. The engine was still backfiring and running on 4 cylinders (mostly). I got distracted by the TR3 and getting it ready for the Ballarat Concours, so that gave me some relief.

In November I got stuck back into the TR6 determined to make it run smoothly.

In December, completely shattered, I booked in to take the car to Michael Heaton in Woodend and I delivered it to him mid-January 2020 on the back of a trailer. A few days later he called me to say the main problem was the distributor “over-advancing” under acceleration. He had it recalibrated in Melbourne. He also worked on the throttle bodies, metering unit, accelerator cable, injectors and spark plugs. Michael specialises in Triumph TR's and has incredible knowledge over his working life. He also races TR's, so he has some great stories to tell.

Michael called me in the first week of February saying it was ready to go and go it does!! The first little blast down the Calder at 110k's was amazing. The absolute best it has ever driven.

The moral of the story? Sometimes you are better off drinking scotch than trying to fix your car!!

David Ferguson

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
- Guest Speaker / Special Presentations
- Apologies, Minutes & Secretary's Report
- Treasurer's Report
- Editor's Report
- Event Co-ordinator's Report
- Membership Secretary's Report
- Library, Tools & Regalia Report
- Triumph Trading Report
- AOMC Report
- Any other business.

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.

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 December we welcomed Grant Hodgson and Vic Baker as new members to the TCCV. Both Grant and Vic own Stags.

In January we welcomed another four new members.

Andrew Nunn Stag
Richard Cole Stag
Barrie O'Shea TR4A
Ian Walker Stag

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 unless you have met the requirements as set out by the TCCV.

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.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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Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
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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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