

The Trumpet

April 2020

The Triumph Car Club of Victoria Magazine



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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

The front cover this month was taken on the occasion of presenting a donation to the Gippsland Emergency Relief Fund, in Traralgon. See the full story on pages 8 and 9.



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.

This editorial has been written and updated several times and by the time you are reading this it will probably be outdated. The world as we knew it is changing so rapidly that it is impossible to take in. We are both now in isolation and fortunately have a large enough garden to be able to get outside for some fresh air, plant vegetables and walk our dog who is loving all the attention.



Roger McCowan had to cancel his overseas trip so we were able to hold the printing of this April edition and as such include some more up to date information.

It is great to have received articles from New and Old members who have made the effort to contribute words and photos for the Trumpet and look forward to many more articles being received. As we are unable to venture out please send in anything you think other members may be interested in and also if you have a portrait (vertical) photo in high quality resolution that we may use on future covers.

A few months ago I placed an advertisement in the *Trumpet* for a copy of "How to restore a TR4/4A" and eventually one was found on e-bay in France. After the usual e-bay procedures and payment it was confirmed that the rare book would be dispatched but the day after I received the message below which is a first hand account of the situation in France. We responded by saying that we were happy to wait until they get back to "normal" and have had some further very nice e-mails back and forth.

"Hi, As you might have seen on the news, France is in lock down as from yesterday afternoon.

The post office was open yesterday morning and I was told the post office would still be taking parcels and making deliveries – I found this strange as everywhere else is now closed, except chemists and food shops. We now must take a printed authorisation when we leave the house, and only for an essential reason. They are imposing fines on those not complying.

I took the book first thing this morning to the post office. There was a sign on the door saying a member of their staff had contracted the virus and they would be closed for the foreseeable future.

As this is the only post office in town and the sorting office, it didn't make it at all clear if other nearby post offices were still open. Anyway, I left the parcel for the post person to collect, but there has been no post person today, the post office website says every post office in the region is closed, and they don't answer the main phone.

I gather from all this that the post is no longer offering a service.

Continued on page 4

Upcoming Events!

As it was expected, and it has become inevitable that greater restrictions will continue to be applied regarding social mixing, it is obvious that the only option we can take now is to CANCEL the monthly meetings and other events that were planned for April and May for the TCCV. Should the restrictions extend beyond the end of May, a further review of the TCCV's events will be made.

With a gathering such as our Meetings, we have to accept that they are non-essential and it would be impossible to maintain the social distancing and strict hand hygiene that is recommended.

The TCCV is a community of like-minded people, so while there are restrictions on face-to-face gatherings, keep in touch with one another by telephone, email, or other media.

Thank you for your understanding and co-operation. Do stay safe and healthy.

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

Editorial (continued)

So, sorry for the rambling message, I can either give you a full refund or keep the book until I can post it, when we are back to normal.

Please let me know.

Sorry about this, but the situation is out of my hands.

Thanks

Shelley (Carl's wife)"

It is great to see the worldwide Triumph community working together and hope we can get out in the future to drive them again.

Stay isolated and well

Linda & Roger

COPY DEADLINE for May Trumpet

Friday 1st May

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

Hope you enjoy the photo of my latest acquisition! When I was asked what I wanted to celebrate my 50th wedding anniversary, (guessing I might just be handed flowers,) I boldly said, “a white Lamborghini please”. Lo and behold....here it is! Didn't Neil realise I was just joking?? Worst part is the 2500TC has been backed out into the rain to make room for it in the garage..oh dear. Nope, truth is I accosted the owner of such a vehicle at the petrol station and he happily obliged me by taking the photo. So it's back to a bunch of flowers – maybe?



Whenever I attempt to write this page for the Trumpet magazine, I strain my brain as to what to chat to you all about. I can't give you advice on how to tune your carburettors, or what is the best oil to use in your dash pots, so instead I attempt to make this a form of “fireside chat”. And we have plenty to chat about at present don't we? What a world crisis, what a challenge life has become, just everything. From acute shortages, to our social interactions with each other. All gone. The rug has been pulled from underneath our feet all right and recovery is a long way off. How much we take for granted in our daily lives don't we?

Just finished reading an interesting book called “Pale Rider”, a biography of the 1918 Spanish Flu. Wow, such similarities to our times. This book was written in 2018 and actually predicted that the World was about due to have our very own Pandemic, 100 years after the last. The author wrote about attempts at containment and social distancing that were put into place, which was recognized even 100 years ago. But, sadly they didn't know the catastrophe was the result of a virus. Viruses weren't discovered until the 1930's.

Interestingly enough, it was the nation of Spain that had the ‘blame’ levelled at them. Because WW1 was still going on in 1918, Britain, USA and France all had media censorship and despite the fact that soldiers and civilians alike were suffering horribly because of a flu-like sickness, it didn't get mentioned. Spain being a neutral country had no such bans and it was written about in their media quite openly – hence the name Spanish Flu was bestowed on their Nation as where it all began. There endeth your history lesson for today, girls and boys!

Now for some praise: A big “thank you” to all who contributed items to the March

Continued on page 6

Lane Change Ahead (cont.)

magazine – it was splendid. To David F, Richard and Naomi, Graeme O, Theodore, Anthony and Judith. The write-ups and photos were great – well done and thanks for sharing. All were very interesting to find out what our TCCV members have been up to. Plus what glorious photos of our Triumph cars. Better than a Lamborghini? – slightly I'd say, just slightly.

Now I know that there isn't that much to laugh about during this crisis, and as many would say "it's no laughing matter" and I agree, but I couldn't help a smile at this joke that's going around on the internet at present and it will make all us dog-lovers giggle.

Do take good care of yourselves, stay safe, follow Guidelines for our protection and in a reflective moment consider just how fortunate we all are to be living in Australia!

Helen



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Albury Wodonga Northern Triumph Group – 9th February 2020

It was a leisurely start to the run. The plan was to meet at Sumsion Gardens (Wodonga) and to depart at 10:00am. There was an initial crew of five cars. After much chatter we decided that we better get a move on to catch up with the others at Bilson's Brewery, Beechworth.

We arrived at Bilson's Brewery to find a sole TR7, however we were soon joined by two Spitfires barking their way down the road.

The Brewery turned out to be much more than a Brewery, great coffee, displays of old bottling equipment, samples of cordials (and grog – for passengers), an old barbers shop and even a carriage museum (including horse-drawn school bus and hearse). The owner/manager offered a brief history of the place which turned out to be most interesting.

An hour or so later we left refreshed for a short winding and extremely scenic drive to Myrtleford via Stanley (25 mins) where we went straight to the Lupo's Kiln Café for lunch – yet another lovely venue and great place for a catch up. Again we were joined by yet another Triumph – a red TR3.

A couple of hours later we were homeward bound. It was a lovely day for a drive, especially for those who had their roofs off/down. Only a bit of drizzle at the end of the day forced people to put their hoods up. All in all it was a great day for a drive and a great day overall. Looking forward to another run next year.

On the day we had 8 Triumphs, one very nice Daimler 250 and 17 people attend this DYTD.

Greg Oates



TCCV Donation to Gippsland Emergency

Relief Fund

Sixteen TCCV members, 10 Triumphs and a dog visited the Gippsland Emergency Relief Fund (GERF) office in Traralgon on Wednesday 11th March to meet the people who run the charity and understand how our donation is helping.

GERF was first established in 1978 and is run by an avid group of volunteers. Their office has been provided by a local accounting firm, so they have no overheads. The great news about this is that all donations are distributed to people in need.

The President, Mr John Mitchell met us and explained that they had raised about \$10.2 million so far this year. Of that, over \$8 million had already been distributed. The balance of the fund is now being distributed to help with re-fencing and feeding stock. Some will also be given to Blazeaid.

More than 2000 families or residents have received support in some manner. Over 240 home owners who lost their homes received grants of \$17,500 each. I think we can all agree that this seems to have been a very efficient process and hopefully, the recipients can start rebuilding their lives as a result.

In providing our donation, I explained that our committee and our club thought that east Gippsland needed the most support this bush fire season. It was also important to us that the charity we chose had low overheads, so that maximum impact was made. It was very pleasing that GERF had worked so efficiently and distributed their funds to those most in need.

Following the cheque hand over (the funds had already been deposited into the

TCCV Donation to Gippsland Emergency Relief Fund

GERF account), we took a short drive to a fabulous little café for lunch. The staff were so accommodating considering they had no notice, the food was great and so was the service. It gave us all an opportunity to discuss world affairs and Triumphs before heading off back to Melbourne. Given the temperature had climbed to the mid 20's by this time, driving with the top down was highly recommended!!

I think this trip fulfilled every element of our charter as a club. As well as doing something for our community, we were all able to take our cars out for a run and spend time with other Triumph enthusiasts.

David Ferguson



Answer to Last Month's Brain Teaser

The answer to the brain teaser from last month's *Trumpet* is a Triumph Italia.

This particular car is a 1961 2000 GT, one of 329 produced and changed hands in 2016 at US\$70,000 (approximately \$110,000 AUD)



Stag Voltage Regulation

Stag (and probably other Triumphs) Voltage Regulation

Last July I fulfilled a lifelong dream and purchased Stag – eyes wide open that buying a 42-year-old car would come with lots of ongoing issues (half the fun I reckon).

One of the first challenges I came up against was an electrical fault (there have been others!).

Not long after taking possession I noticed that the temperature gauge had started reading very high, which scared me, and that the fuel gauge was also reading off-scale when full.

As an old electrical engineer, it occurred to me that I might be seeing a common mode failure where one fault causes more than one symptom. After consulting a wiring diagram, I noted a voltage “stabiliser” (regulator) supplied both gauges with a constant 10 volts -regulated down from whatever voltage the alternator is putting out. Being a 70's vehicle it's an electromechanical device that relies on the rapid heating/cooling of an armature to magically produce the 10 volts required.

After locating the device on the back of the speedo and testing it I found that it had failed.

So, again as an old electrical engineer, I decided to upgrade it with a modern 7810 solid state voltage regulator. However, I was determined to try to keep the original “look of the unit” (too much?)

As a result, I prised open the old unit removed the original “guts” and soldered together the modern circuit inside the can and closed it up again. Looks original and works a treat!

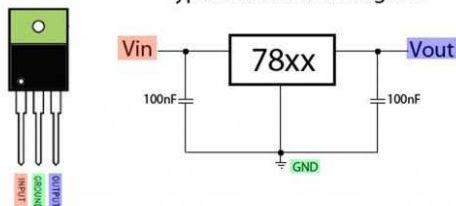
So, the moral to the story is that if both fuel and temperature gauges play up at the same time it's likely the voltage stabiliser is faulty.

I bought a few 7810 voltage regulators and I'm happy to do the same thing for anyone who needs an upgrade – free for my fellow TCCV members.

Brett Rogers



Pin Out and
typical connection diagram



Generic Circuit Diagram



Voltage Stabiliser Unit

The Triumph Car Club of Victoria has an assortment of Triumph regalia, some must-have items for Triumph fans.

Caps, jackets, cups, badges, key fobs, belt buckles, polo shirts, mugs and stickers are available to members at near cost price:

TCC2: Fleece Jacket – \$55

TCC3: Shower Jacket – \$33

TCC4-0/TCC4-1: Reversible Vest Fleece Out or In – \$45

TCC5M: Men's Dark Blue Polo – \$33

TCC5MS: Men's Summer Weight Polo – \$30

TCC6: Stadium Jacket – \$80

TCC8: Core Jacket (navy/white) – \$85

TCC10: Club Cap Suede – \$18

TCC11: Club Cap Blue – \$15

TCC21: Club Mug – \$8

TCC35: Belt Buckles – \$10

TCC40: Grille Badge – \$25

TCC42: Grille Badge 25th Anniversary – \$25

TCC44: 30-year Anniversary Lapel Badges – \$5

TCC45: TCCV Lapel Badge – \$5

TCC46: Triumph Key Fob – \$5

TCC50-0: Cloth badge – Blue on White – \$5

TCC50-1: Cloth badge – White on Blue – \$5

TCC55: Club Sticker – \$2

A266: Air Filter Stag TR7 and Dolomite incl Sprint – \$30

GRH528: Top Radiator Hose 2000/2500 – \$10

GSK S: Silicone Rocker Gasket 6-Cylinder Alloy Cover – \$15

R2070P: Oil Filter 2000/2500/TR & Vitesse – \$6

WCW: Waterless Car Wash – \$16

Great for your car – whether or not it is a Triumph – and you and your family and friends will look very smart in any of the clothing. Birthday presents are sorted!!

To order, contact the Regalia Officer at regalia@tccv.net and use the preceding code numbers above to indicate your choices.



Follow-Up on Sealwel Product

At a recent club meeting Graeme Oxley spoke about his recent unfortunate experience with his head gasket, corrosion and the pros and cons of glycol based water treatments. One of the things he discovered was a product called SealWel. This product originally came from the US, but is now owned by a mob in New Zealand. Graeme found that as he asked around various gurus on the subject, many of them recommended SealWel.

I checked out their web site <http://www.autoagencies.co.nz/sealwel-sealwell.html> and this product boasts the following:

1. Seals leaks in radiators, head gaskets, and cracks in engine blocks;
2. Cleans cooling systems, removing scale and rust;
3. Lubricates water pump bearings and thermostats;
4. Conditions your cooling system.

In addition, they claim it does not clog up the water ways, and can be added to cooling water that contains traditional glycol based inhibitors. And, it's not even expensive! Well, normally I would take all these claims with some scepticism, and assume the marketing department was more in evidence than the engineers.

I own a Stag with a Rover 3.5 motor. The bloke I bought it off owned it for 10 years and only drove it occasionally on weekends. I gather he enjoyed the car, but didn't really do anything much to it while he owned it. Water changes and inhibitor top ups look like they were rare. I have spent a considerable amount of time on giving it some love and the car is now a joy to drive. But...recently I noticed a significant water leak coming out the engine to bell housing joint, under the car. It was persistent and continued unabated for some months. Not surprisingly, the car overheated on relatively short runs. I suspected a rear welsh plug had gone, and hoped it was nothing worse. I have a fair bit on my plate at the moment, so a gearbox removal and look-see was going to have to wait until I found some time. But...wait, what about having a go at this wonder product, SealWel. I bought two blocks from Repco (and I should have gone to Burson's like Graeme suggested, but that is another story) and following the instructions, crumbled two blocks into the radiator and drove it around to get it hot. I must say, I didn't expect much, but to my absolute amazement, the leak stopped. In fact, I have driven the car on some pretty hot days lately, and for some hours, and the temperature has remained normal, and I don't have to put a drip tray under the car when parked.

I thought I'd pass on my experiences, as others might be interested. No, I don't know what the long term impact will be. For the moment, I am happy to have bought some time, and can continue driving the car until I can find the time to do a proper repair.

Tony Zuiderwyk

History of the 6 Cylinder Triumph Engine (Part 1)

*by Terry O'Beirne
Spotted on the internet and sent
in by David Price*

Late 1950's

The Standard 8, 803cc 4 cyl was experimentally stretched to 6 cylinders whilst keeping many key dimensions like bore spacing & crank sizes, so production tooling could be re-used. Various capacities envisaged within limits of tooling.

1960

2000cc 6 cyl fitted to Phase 3 Vanguard badged as Vanguard 6

- Twin downdraft Solex carbs, 85BHP
- At 395lb "dressed", the complete engine was lighter than the 4 cyl 2000cc or 2200cc Vanguard/TR engine.

1962

A small-bore, 1600cc version of the engine was fitted to an upgraded Herald 12/50, known as Triumph Sports 6 in USA & Vitesse in UK and elsewhere around the world.

1963

Triumph 2000 released with up-rated Vanguard engine. 90BHP @ 5000rpm

- twin sidedraft CD150 Stromberg carbs
 - water heated intake manifold
 - valve lift and duration increased
 - neoprene rear crank seal
- Installed at slight angle to clear the Battery.

1965

Block changed to remove Vanguards' triangular engine mounting bosses to a box type, used up to last engine.

Rocker arms no longer bushed
AMI (Australia) release 2000 MD model with triple CD150 carbs as an option. Manifold made locally. Reportedly extra 20BHP. First 2000MD on test 1965.

100mph @4900rpm

3 x CD150 carbs

Mk1 2000 at Bathurst 1965 car #7

entered by local Triumph builder, AMI.

4th in class D (price based).

1966

GT6 model released. Based on LeMans Spitfire but with upgraded T2000 saloon 6-cyl engine, 95BHP.

Experimental 2500 engine (long stroke 2000) fitted to TR4A and rally 2000s.

1967

TR5 and TR250 released with 2500cc engine based on rally car tests

- 2000 block bulged & thickened

- Totally new "full-width" head

Double row timing chain

- Larger/heavier harmonic balancer

- Lucas petrol injection used on TR5, but carbs on US-only, TR250 version

TR5 (142BHP @ 5700rpm / TR250

111BHP @4500rpm)

Detailed changes to 2000 engine to harmonise with new 2500

- Main & conrod bearings narrowed

- Block vent arrangement changed

- Crankshaft and conrod steel lower quality

- Conrod narrowed and lightened

Detailed changes to TR5 PI manifolds

1968

Slightly detuned TR5 engine used in new 2.5PI saloon 132BHP @ 5450rpm.

Both use Lucas petrol injection (PI)

Continued on page 14

History of the 6 Cylinder Triumph Engine (Part 1)

- TR5 & 2.5 cams and exhaust manifolds differ
- Slightly lower compression ratio available as option for 2.5PI , but not TR5

1969

2000cc (de-stroked) version of 2.5PI engine used in new Mk2 GT6

- 104BHP @ 5300rpm
- 2 x CD150 Stromberg carbs
- New 'full-width' head TR6 released with identical engine to final TR5. 2000MD model stopped TR6 engine

1970

GT6 2000 engine fitted to the base model of the new Mk-II saloon
SU carbs used on some UK market 2000 engines for first time
Triumph 2.5PIs take the team prize in

London-Sydney marathon Mk2 PI at Bathurst 1970. This car used cams, head, distributor and extractors from Kas Kasner US Group 44 team. It was sold by a Melbourne dealer a few months later.

1972

Block stiffened down at sump line
Block top "o-ringed" (reason??)
Crank shortened at flywheel end
2500 and 2000 cyl heads harmonised
2000 gets high-top pistons to correct compression ratio
Con-rods get a distinctive hole above 1 bolt to aid in manufacture
Softer camshaft used on TR6
A US built Group 44 Racing TR6 was shipped to UK, where it broke many 2 to 3 litre production sports car class records, then went home.

Part 2 in next month's *Trumpet*

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.

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

Due to the early production for the April *Trumpet*, no membership update for March could be included. Details will be provided next month.

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.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	Helen Robinson	president@tccv.net	M: 0439 554 199
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Committee Member	Shane Houghton	meetingadmin@tccv.net	M: 0412 364 925

Volunteer Positions

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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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