

July 2020

The Trumpet

The Triumph Car Club of Victoria Magazine

**Special Feature -
Members in Lockdown**

Also in this Issue:

**Recovering Stag Heads
pages 6-11**



Christmas in July

**Conversion of Stag
Auto to 4-speed**



And much more!



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Table of Contents

Front Cover Photograph	2
Editorial	3
Lane Change Ahead	4-5
Notice of Annual General Meeting	5
Phoenix Heads	6-11
1981 & 2005 - Two Interesting Years	11
Noojee – Queen's Birthday drive	12-15
Brain Teaser	16
Caribbean Market Closed	16
3 to 4 speed Automatic Conversion for your Stag	17-20
Victorian Club Permit Scheme Proposed Interim Changes	21
Lennie Gwyther	22-23
How to Zoom	24-26
Members in Lockdown	27-37
Brain Teaser—Solution	34
Virtual Christmas in July	35

Club Services

Locations of Club Permit Officers	26
TCCV Regalia	38
Members' Information	39
Triumphs on the Web	39
Event Photos	39
Club Contacts	40

Index to Advertisers

Auto Exhaust Supplies	20
Auto Surplus	IBC
Caulfield Jag Service	14
Davies Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC

For the Preservation of the Triumph Marque

Front Cover Photograph

And now for something completely different...

We aren't over the COVID-19 pandemic yet, so opportunities for club outings (and therefore photo opportunities) are severely hampered. Despite this, many members are making the most of the situation by tackling all sorts of tasks around their homes, whether car-related or not.

This month's cover features a backdrop of coronavirus and DNA, with "teasers" for some of the content of this issue of the TCCV *Trumpet*.

Two special coming events

Christmas in July on 25th, incorporating an opportunity for photographs to be featured in the Trumpet. Details are on page 35.

TCCV Annual General Meeting on Wednesday 19th August. It will be conducted using Zoom. Meeting details on page 5, how to use Zoom on page 24.

COPY DEADLINE for August Trumpet

Monday 3rd August

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

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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.

Thanks again to everyone who has contributed to this July *Trumpet*. The response has been so good that some articles will appear in future Trumpets however keep them coming in so we can have variety in every issue.

Thanks also to Terry Sully for continuing to pursue advertising and to Jonathan Ingnatidis of Auto Exhaust Supplies for coming on-board as an advertiser. Auto Exhaust's first advertisement appears on page 20 of this issue and the details are also in the Advertising Sponsors area of the TCCV website.

At the conclusion of last month's Editorial we commented on the fact that Covid19 restrictions were being eased and how "surely Australians are smarter than" going down the second wave path seen in other countries. But no, the COVIDIOTS have forced us into an even longer Lockdown Mk2 and again the few liberties we had are now also gone. As we cannot attend physical events please see how to participate in the Virtual Christmas in July on page 35 of this issue.

Also be sure to read how you can participate in the TCCV Annual General Meeting by Zoom – this is outlined on page 24 of this issue with further details on the club website.

Now this next comment I, Roger, will take responsibility for. Whilst editing Spiro Agius's article on "US" being our biggest enemy as Stag owners, particularly with respect to value of the cars, I can only agree that it is "some of US". Prices overseas and here in Australia for all classic cars depend on one primary factor – ORIGINALITY. Why do we see so many classic cars purchased and then modified to be something else? Speaking as a Stag owner since new our vehicle is substantially as it left the factory and has performed perfectly by maintaining the original components. Next time you see a higher priced classic being sold I guarantee you will see "as it left the factory" or "restored to original" included in the description. I will concede that safety options like better lighting and on some earlier drum brake cars upgrading to discs is probably acceptable but why buy a classic to hot rod; if you want a hot rod buy one!

I typed into Google 'What makes a Classic Car Valuable' and two of the many answers were:

- » "The most valuable classic cars are those that are not only in flawless condition, but more importantly are equipped with all of their original factory parts"; and
- » "Although customization may look cool, using original parts will help retain and heighten value".

Now Spiro thought he was going to cause some controversy and discussion so I guess I will get my share also.

Well off that band wagon now and back to polishing your Triumphs.

Stay safe!

Linda and Roger

Lane Change Ahead

What to write about this month? The nicest part of a 'fireside chat' is the fire.

It's all doom and gloom from me this July. Winter has arrived in its full force of freezing mornings, chill winds, drizzling rain and darkness descending early on a winters' afternoon. Perhaps we can now have empathy with those who reside in Ballarat or Canberra. Temperatures have plummeted below the zero mark. Plus of course 'The Rona' still rules our lives! When, oh when, will it ever end and us Victorians be welcomed back into the rest of our Country?



There is always some bright, cheery soul who states "cheer up things could get worse" and yes they do! Just listening to and reading facts and figures in the Media is worrying to say the least. Reminds me of the novel I read recently about the last Pandemic 1918-1920, the Spanish Flu. One of the features was sadly, the fact that a 2nd wave and then a 3rd wave swept the World. All before they could call the exit of that Pandemic, which cost approximately 50 million lives. Wonder how we will be viewed on our management of such an overwhelming crisis in another 100 years' time?

Now I'll join the WHAT have I been doing during the lockdown group and WHAT have I missed? I'm sure my thoughts will resonate with many. And lots of thanks go to those who did take the time to write in and send photos. Great sharing and communication resulted in a Bumper June magazine for 2020.

Missed? Communication most of all! Just being able to chat face-to-face, or sitting on the other side of a table and sharing a meal. Laughter and banter among ourselves, no matter what the setting. Sorely missed.

Achievement in Lock down? Well after cleaning my house front door to rear, I discovered a long lost project at the back of a cupboard. This one (and I'm ashamed to 'fess up to this) - I started back on Anzac day 25/4/2015! It was an Anzac rug knitting kit to commemorate the 100 year anniversary of the Anzac landing at Gallipoli. Well over the intervening 5 years I managed about 5 squares = 1 per year.

My excuse – you can't rush these things right? Anyway busy fingers and plenty of time on my hands while staying at home and I'm nearly there. Two squares to go and this is what the finished product will look like, plus I will be able to snuggle under the fruits of my labour.... finally, as chill winds blow.



Lane Change Ahead (continued)

Can't wish you all happy Triumph driving can I? Just go out to your garage and keep your Triumph company for a while. Explain why you are placing a dust cover over them won't you? – just say it's to keep them warm and snug, you don't want them to catch a cold.

We will get through this!

Helen

Notice of TCCV Annual General Meeting 2020

The Annual General Meeting of the TCCV will go ahead as planned on Wednesday 19th August at 8.00pm. It WILL NOT be held at the Murrumbeena hall but will instead be a "Zoom" online meeting. Detailed instructions for using Zoom are on page 24.

The link to the TCCV AGM Zoom meeting is <https://zoom.us/j/96256874074>

Draft 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
- » Election of the Committee for the coming year
- » Appointment of volunteers for noncommittee 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.

All committee positions will be declared vacant at the meeting and you are encouraged to nominate. We are particularly seeking someone prepared to take on the Treasurer's role as Denise wishes to step down. We also have vacant committee positions which should be filled.

A finalised Agenda, along with the reports and the minutes of the 2019 AGM will be published in the Members Only area of the TCCV website closer to the date of the AGM.

David Ferguson
Secretary

Phoenix Heads

Editor's Note: This article was originally published in the February 2020 edition of the magazine of the Stag Owners Club (U.K.) and is reproduced here with permission of the authors and the SOC.

A viable process to recover corroded, damaged or over skimmed Triumph Stag cylinder heads using cold metal spraying technology

If you have a cylinder head that is unable to be used due to over skimming, corrosion or damage there is now a process that can be used to make the head serviceable again. If it is damaged or corroded the cost can be comparable to welding but without the disadvantages caused by the high heat used to make the repairs. If the damage is due to over skimming the cost is much higher than a second-hand head but saves scrapping what is becoming hard to replace part of the Stag.

The process itself was developed from the Russian Space Program where it was observed that there was a deposit on the capsule itself after recovery which was impossible to remove. An investigation found that some of the heat-shield supports had vaporised during re-entry and small particles of the metal had condensed and mechanically bonded to the spacecraft.

This process was recreated and refined into a practical cold spraying machine, manufactured under license worldwide. The machine used in this example is made by Dycomet Ltd¹ and the Managing Director Mr. Nick Gilfillan and engine specialist Mr. Paul Speakman the proprietor of Engine Tekniks² who has considerable experience in



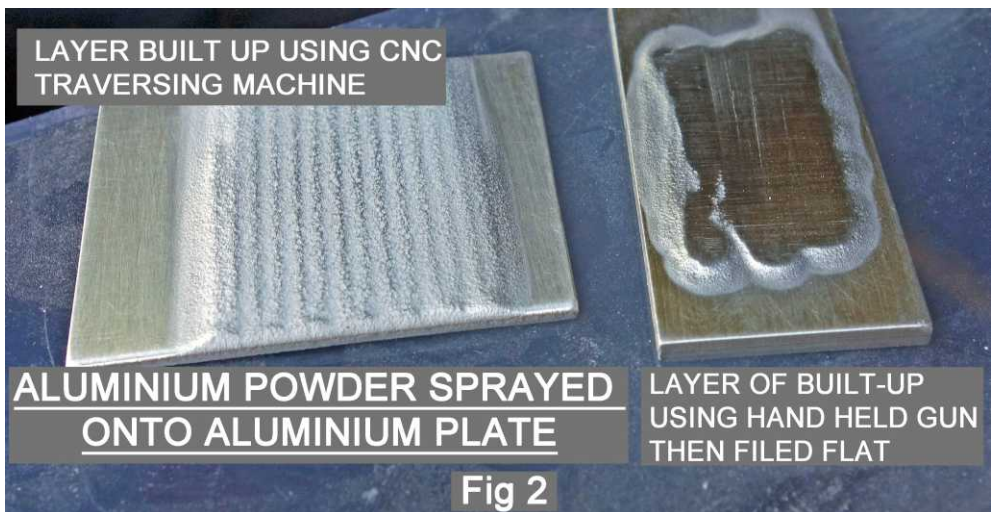
rebuilding Stag V8s have kindly provided all the information and facilities for this article. **Fig. 1** shows this machine.

I will try to describe very simply the technology using aluminium as the metal being sprayed.

The machine is fed with compressed air at 80 psi (5.6 Bar). This compressed air is heated to 600°C and is then passed through a venturi which picks up microscopically small aluminium ball-shaped particles. These particles are only 15-micron in diameter. 15 microns is about a fifth the width of a human hair or only 3 times the diameter of a blood cell. This mixture of hot air and aluminium exits through a 6mm bore spray nozzle at a velocity of 1,342 mph (600 m/sec).

The spray nozzle is held close to the workpiece (in our case a cylinder head) at an angle of about 90°, when the particles hit the workpiece they first erode away the oxide layer cleaning it, then due to the velocity and temperature of the airstream the aluminium particles melt and bond to the workpiece, they do not melt the workpiece but bond mechanically to it. Layers of aluminium can be built up then machined to size.

Fig. 2 shows a strip of aluminium that has been built up 3mm using a CNC traversing machine and next to it a similar strip built-up by hand then filed smooth.



The compressive strength of the bond is as strong as the parent metal but does not have the same tensile strength as welding because the parent metal is not melted. The main benefits are:

1. The cold spraying process prevents distortion in the cylinder head.
2. There is no heat-affected zone with its characteristic dip in the surface between the weld and the workpiece requiring additional metal to be removed during machining.

Continued next page

Phoenix Heads

3. Improved corrosion properties because the sprayed metal is very pure, has low permeability/porosity, excludes Oxygen and is not affected by impurities in the casting.
4. It can be used in conjunction with welding on critical areas to increase tensile strength.
5. Working life is equal to that of the parent metal.

I decided to go ahead with this process on two cylinder heads, a Right Hand (RH)-Head that had been over skimmed and required 0.040" (1.0mm) build-up over the whole surface of the head and a Left Hand (LH)-Head showing signs of porosity and surface corrosion near the fire ring, there was enough metal to allow just grinding out the deep corrosion and building up locally before final finishing using a Polycrystalline Diamond Cutter. Engine Tekniks recommended cold metal spraying over welding for the LH-Head because impurities and inclusions in the low quality of the aluminium used for Stag cylinder heads can cause irreparable blowholes.

Fig. 3 shows the RH-Head after it had been built-up illustrating the rule of thumb method of checking if there is enough metal on the head. Paul says that a standard head has a clearance of around 0.020" (0.5mm). If the gap between the valve and straight edge is close it is recommended that a Thick Head gasket should be used. (We couldn't find Triumph's official recommended minimum gap specification, if it exists). Note if the valves and seats have been recut in a previous repair this will need to be given consideration.

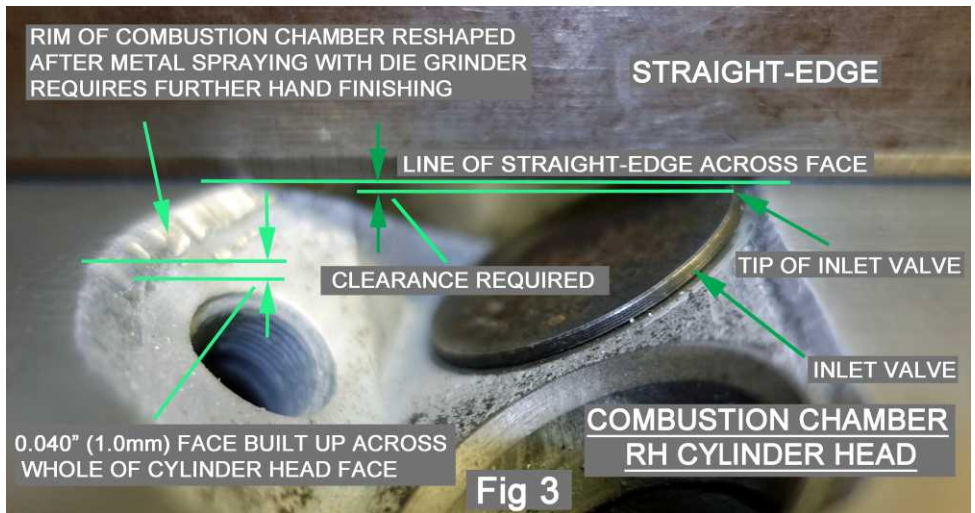


Fig. 4 (next page) shows the LH-Head before metal spraying, you can see clearly the pitting around the fire-ring positions (the circles of corrosion around the combustion chambers).

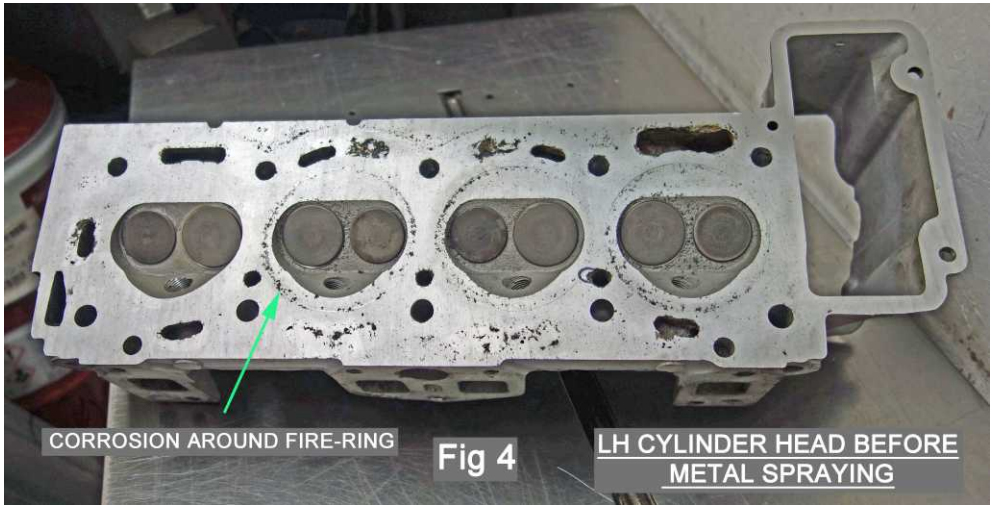


Fig. 5 shows a localised repair after first skimming. A final minimum skim is needed to complete the repair.

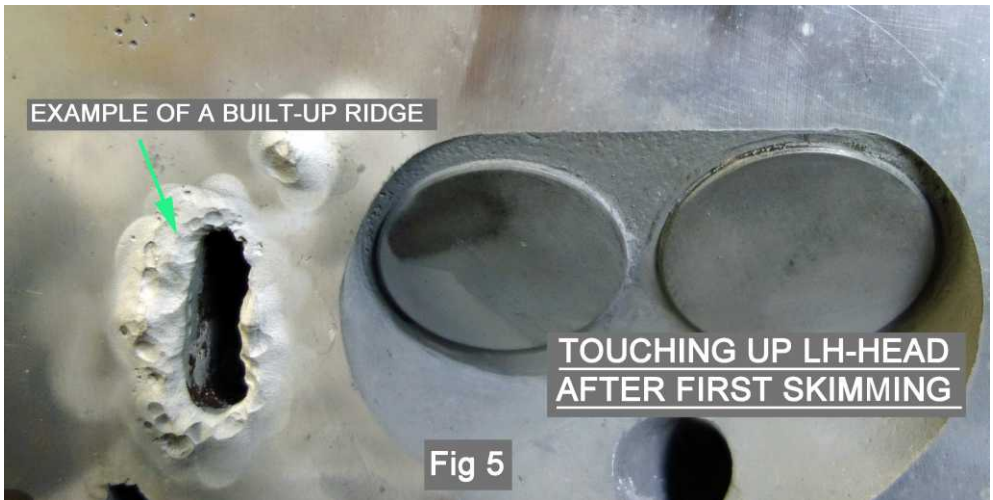


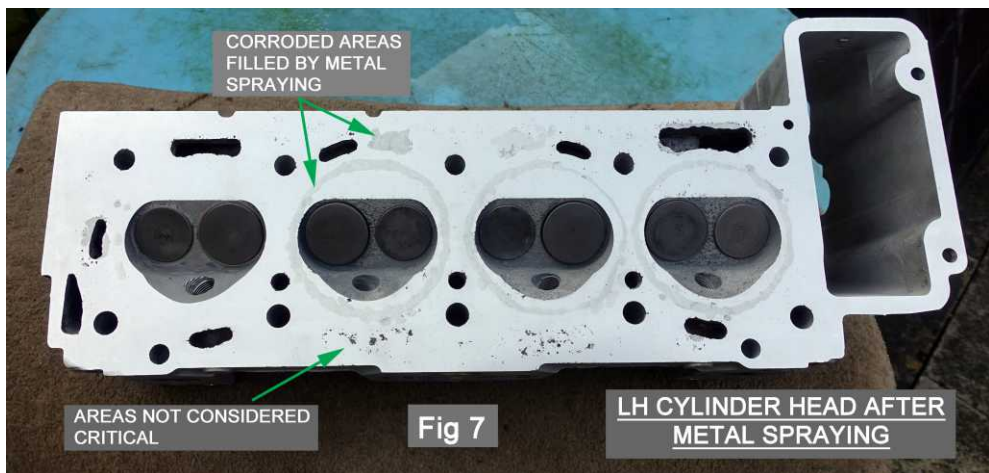
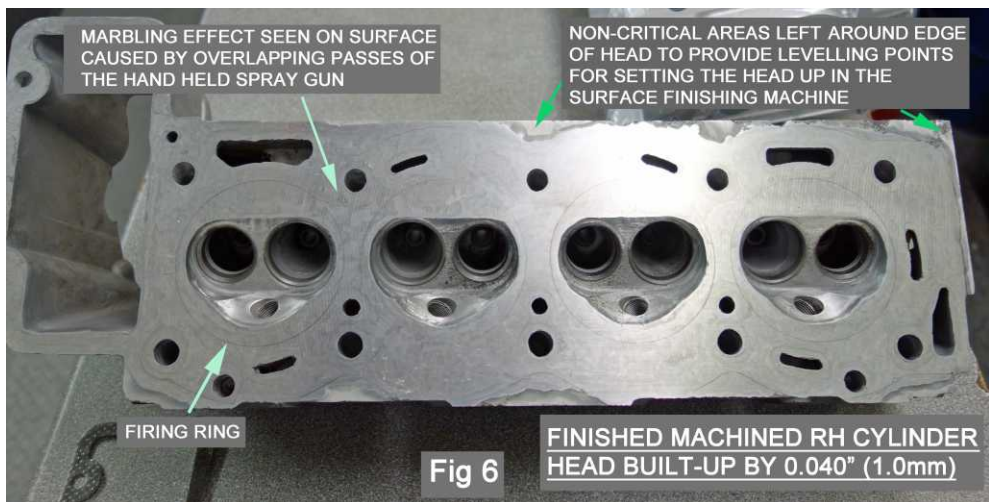
Fig. 6 (next page) shows the finished RH-Head built up by 0.040" (1.0 mm) across the whole surface. Notice that bits of the head near the edges have not been built-up. These areas are used as reference points so that the head can be set-up in the surface finishing machine multiple times in exactly the same position if additional work has to be done.

Fig. 7 Shows the finished machined LH-head

In conclusion, the process has proved to be a viable proposition in recovering and repairing the heads which had previously been considered

Continued next page

Phoenix Heads



scrap and as far as we know the Dycomet technology cold spraying method is the only method available of building-up the whole of the face of the cylinder head. The process is continually improving so please don't throw heads away. An alternative method of building up the RH-Head using an additional stainless steel 0.040" Gosnay's SaverShims gasket was considered but rejected because it was felt that it would compromise the originality and integrity of the Stag engine, be a source of premature gasket failure and possibly unbalance the two banks of cylinders.

Dycomet Ltd¹ sister company Chase Engines Ltd, Newcastle-U-Lyme Staff who specialise in restoring rare engines has been using the cold spraying process successfully for several years to recover irreplaceable parts. It may be possible, if there is sufficient interest, to hold an open day at Chase Engines with demonstrations of the metal spraying and a tour of the workshops.

If anyone is interested in viewing the recovered heads featured in this article the authors are going to attend SOC National Day at Silverstone in August and hope to bring the heads with them for inspection.

If you would like to register an interest in the open day or receive a copy of the technical report this article is based on please contact the Authors³ by email or telephone.

John Green and Ted Roberts

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1981 & 2005 - Two Interesting Years

Interesting Year 1981

1. Prince Charles got married.
2. Liverpool crowned soccer Champions of Europe.
3. Australia lost the Ashes.
4. Demise of Triumph cars—The last Triumph model was the Acclaim, introduced in 1981 and essentially a rebadged Honda Ballade built under licence from the Japanese company Honda, at the former Morris Motors works in Cowley, Oxford.
5. The Pope died.

Interesting Year 2005

1. Prince Charles got married.
2. Liverpool crowned soccer Champions of Europe.
3. Australia lost the Ashes.
4. 24 years on, Triumph Cars still running.
5. The Pope died.

Lesson to be learned:

The next time Charles gets married, someone should warn the Pope.

NOOJEE – Queen's Birthday drive 2020



The Queen's Birthday drive to Noojee, Monday 8th June 2020, commenced for me the prior day with a ceremonial "unmothballing" of my Mk1 Sedan, that for the prior four months had remained undriven for any distance further than around the block.

I decided that a quick spin down the Nepean Highway would be enough to wake the old girl up and get rid of any cobwebs, but by the amount of protesting received, with a range of coughs, hisses, farts and backfires, anyone would think that she had no intention of going anywhere, let alone accomplishing a three plus hour drive to Noojee and back.

Thankfully, by the time we arrived back home from Mordialloc, about an hour all up, the twin SU carbies were again delivering strong and smooth acceleration through the engine, and she was happily tapping out her usual little tune on idle.

Monday morning the day of the drive started early with my whole family, except the dog, deciding that we would all go along for the drive, if for no other reason that to take advantage of the opportunity to get out of the house. Myself, wife and two kids (Maxwell and Sabine) piled in with a quick stop en route at the coffee shop for some journey fuel for Mum and Dad – naturally, this then necessitated a quick loo break on arrival at the departure point, Chirnside Park Shopping Centre which was thankfully open.

NOOJEE – Queen’s Birthday drive 2020

It was so pleasing to see quite a number of club cars, and a couple of extras, lined up on our arrival at the Shopping Centre. The weather was cold but clear, and everyone was in very good spirits, taking the opportunity to communicate

with non-household members face-to-face and awaiting the opportunity to get on the road again for their first club run for a while.



For the drive from Chirnside Park to Noojee the planned route mostly stuck to primary “C-class” rural roads, so the directions from start to finish were easy to follow and well laid out, with long stretches between most turns. This meant that there was little concern that cars would get lost and a loose convoy arrangement was the plan for the day.

Getting into our vehicles we headed off towards Yarra Junction as our first major waypoint. On the way, the Welten’s stopped in to pick up some folding chairs. As they were at the front of the convoy, this created an unintended all-stop



arrangement. Communication was quickly passed down the line and most of the convoy elected to continue moving with a group of cars also deciding to stay behind – effectively the convoy split into two groups.

Arriving in Yarra Junction, my family required another wee stop so we pulled into the main park area in the middle of town, allowing the front half of the convoy to continue without us. This turned out to be an unintended, but brilliant tactical move as from Yarra Junction we turned onto the picturesque C425 which we then followed almost all the way to our destination and we found ourselves in no-mans land - ten minutes behind the main convoy but still ahead of the rear pack that had elected to have a longer break at the earlier stop.



NOOJEE – Queen's Birthday drive 2020

The C425 is definitely what would be described as a driver's road. The road is well paved with a shoulder and includes sections of uphill and downhill switchbacks, but also long sections of sweeping turns along the valley floors. All the while with nary a house in sight and dense bushland on either side.

With a clear understanding of where we were going, this turned out to be the perfect recipe to fully enjoy a road that came with a posted speed limit that was at (or beyond) the safe driving limit of my car. With no one in front or behind us, and not really needing to worry about exceeding the speed limit, I was simply able to focus on enjoying driving the machine. The 4-speed with overdrive box was put through its paces up and down mountain ranges and the engine in overdrive also had a good stretch along the valley floor.



I think this type of driving is what makes our cars so much fun. They're low to ground to give the driver a real feel for the road, but most would not describe them as

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NOOJEE – Queen’s Birthday drive 2020

high-performance vehicles. So, while we might not take-off at the lights as quick as some modern vehicles, the cars provide excellent driving feedback and it means that on many Australian rural roads the maximum capabilities of our cars are well matched to safe driving limits and conditions. It leaves a grin on my face every time even though I am not breaking land speed records.

I sometimes wonder whether driving a truly high-performance vehicle on normal roads would simply be frustrating as you could never legally drive the vehicle anywhere near the limits it is designed for and capable of – surely it would be like driving everywhere at 40km/h?

As the convoy in front of us was progressing at a slightly slower speed than ourselves, it allowed us to catch up to the rear just as we were coming into Noojee. With the convoy back in sight and our destination just around the corner we decided to detour to have a look at the large, wooden trestle bridge near Noojee, but it was surprisingly jam-packed with other visitors at the time so we didn’t stop, much to the disdain of the children in the back who were now keen for a break outside. The trestle bridge was certainly very high and would have provided commanding views across the surrounding forest. It is well worth a stop if you’re in the area at a time when it is not so popular.

Arriving at our destination in Noojee, most of our group headed straight to the local café to grab some tucker. It was a busy affair and the wait times extended 15 minutes, although I don’t think anyone really minded as talking to people that we hadn’t seen for ages was the order of the day.

My team had a pre-packed lunch with us so we headed straight to the park to allow the kids to play on the playground. The park was picturesque and bordered by a mountain stream, complete with the odd trout fisherman, with a good sized playground, a large grassed area and plenty of undercover tables and toilets. The rest soon joined us with sausage rolls, salad rolls, pies and lamingtons.

Most hung around for a good hour or so before we all made our separate ways home. With the kids about to fall asleep, we headed South through Neerim to the freeway to head back to Melbourne.

As far as I am aware, there were no major mechanicals on the day, no-one got lost on route, and everyone returned home safely having enjoyed one of the first opportunities in months to get out and about. All in all, a great day out as a club.

Luke Wretham

TCCV member # 718



Brain Teaser – Word Search

The words below can all be found in the puzzle. They may be spelt horizontally, vertically, backwards, forwards, diagonally and some letters may be used more than once. When all the words have been found, the leftover letters will spell the solution.

N	E	W	Z	E	A	L	A	N	D	E	S
A	I	L	A	R	T	S	U	A	R	O	C
E	R	T	O	N	G	A	C	I	A	H	O
U	A	E	A	X	C	U	E	L	A	U	T
D	Q	A	I	L	B	D	S	D	T	N	L
R	N	M	I	A	Y	I	R	A	N	G	A
O	M	A	N	S	J	A	P	A	N	A	N
D	I	L	L	C	Y	R	N	G	P	R	D
A	T	I	H	E	O	A	T	R	E	Y	O
U	A	I	V	E	C	B	L	L	R	A	G
C	L	G	A	I	J	I	F	A	U	I	O
E	U	Q	I	B	M	A	Z	O	M	N	T

Australia	Laos
Chad	Malaysia
Chile	Mali
Cuba	Mozambique
Eire	New Zealand
Ecuador	Oman
Fiji	Peru
Hungary	Saudi Arabia
Iceland	Scotland
Iran	Togo
Iraq	Tonga
Italy	UAE
Japan	USA

Created by Judith McCowan

Answer on **page 34**

Caribbean Market Closed



On Wednesday 2nd July the Management confirmed the closure of its iconic Caribbean Market.

Established in the 1970s, Caribbean Market has welcomed over 40 million visitors and for decades has been the benchmark for family fun and entertainment.

Covid-19 forced the suspension of the market for the very first time in its history. Unfortunately, as a privately-run market under the current circumstances it is unviable to reopen.

Whilst no immediate plans are in place to replace the market lands, they do form part of a 500-acre future masterplan. The next stage of Caribbean Park office development includes 170-room Hyatt Place Hotel set to open within the fast-expanding business precinct in late 2021.

Although this is a hard decision and a sad time we must celebrate the market's achievement and thank each and every customer, stall holder, visitor and staff for their partnership and for making Caribbean Market the icon it became.

As venues either become unavailable or too expensive, the search is now on for welcoming and inexpensive sites for club show & shines.

If you know of suitable venues within the Melbourne metro area please let the AOMC know.

3 to 4 speed Automatic Conversion for your Stag

Following on from the technical day held at Peter Welten's last month, which generated quite a lot of interest and many questions, I thought I would attempt to answer those questions with a more detailed description of the conversion.

History

The automatic transmission Triumph chose for their Stag was the Borg Warner 35, and in later marques, the model 65. Both of these gearboxes were 3-speed and had the same gearing ratios. From a driver's point of view, both boxes were pretty much the same, although physically the boxes are very different. By today's standards, these boxes were sluggish off the mark, changing gears, and kicking down. But perhaps the most noticeable issue was the lack of overdrive, which resulted in the engine working quite hard at normal freeway speeds. Manual Stags of course had none of these issues.

There have been a number of attempts at swapping in a more modern 4-speed automatic with overdrive. Most notably, using the ZF box. After much discussion and research, it was decided to try the conversion using an Asin Warner 71L. This is a 4-speed box, 4th gear being a tall overdrive, and is mated to a lock-up torque converter.

These AW71L boxes had a reputation of being bullet proof and were the box of choice for Volvo and Toyota around the mid 1980s to late 90s. The AW72 is the same as the AW71, but with slightly different ratios; Toyota rebadged the AW71 as A43D and the AW72 as A44D. In all cases, the type number had a L suffix to identify it as a lock-up version. The Volvo box is preferred as it has a flanged output shaft, but the ex-Toyota boxes can and have been made to work, if the Volvo box proves hard to find. Of prime importance in choosing the AW71L family, was that the size and shape of the box meant the engineering for the conversion was doable without any chassis or body modifications, in fact, no new holes or radical modifications were required on the car or any of the OEM parts used. You could, in the future, revert back to original equipment with little fuss. The last big upside, a quick look underneath and you are hard pressed to see that the new installation is not the factory fitted unit. They fit so well.

Gear Ratios

	BW35/65	Asin Warner 71	Asin Warner 72	Stag Manual J type
Gear				
1	2.39	2.45	2.83	2.99
2	1.45	1.45	1.49	2.1
3	1	1	1	1.38
4		0.69	0.73	1
				0.79

Engine RPM at 100km/hr

	BW35/65	Asin Warner 71	Asin Warner 72	Stag Manual J type
Gear				
1				
2	4773	4673	4802	
3	3223	3223	3223	4447
4		2224	2353	3223
				2546

Assuming: 195/65/14 tyres and 3.7 diff ratio

3 to 4 speed Automatic Conversion for your Stag

The Nuts and Bolts, the Easy Bit

The conversion adaptor allows the AW71L box to be mounted onto the OEM Stag bell housing that used to take the BW35. The BW65 bell housing is not suitable. The new torque converter mounts onto the Stag drive plate and the whole assembly fits up under the car, pretty much where the original box was located. The rear engine mount is a new item, but it bolts seamlessly onto the original Stag cross member. The new mount has a robust mount for the exhaust pipes.



The adapter assembly



The A43DL (ex-Toyota) box, with adaptor and Stag bell housing, ready to fit into the car

The removal of the old transmission is pretty straightforward, and the installation of the new box, bell housing, torque converter and rear engine mount is also not a big job. Out with the old, in with the new in half a day – assuming you have a hoist, a transmission jack, and a bit of muscle to assist.

The Nuts and Bolts, the Fiddly Bits

There were some real challenges to get the ancillary parts of the installation to work, and work harmoniously, reliably, and cheaply. Without going into all the detail, I think we have solutions for all these now. A list of the other things that need to be done to complete the installation are below.



The AW box installed and ready to go. How neat is that! Hard to tell that is not the factory fitted original

3 to 4 speed Automatic Conversion for your Stag

Modified shift lever and gear shift rod	This is all under the car; to enable the use of the existing Stag T bar arrangement. Some custom fittings and brazing required.
Overdrive wiring and switch	The AW71L has a solenoid to enable/disable the overdrive 4th gear. A switch in the cabin can be installed for this, or simply hard wire it to permanent 4 speed operation. Your call.
Kick down cable	Fitting and adjustment at the carbie linkage end.
Modified transmission oil cooler lines and fittings.	Different terminations and lengths of lines. Use the original Stag oil cooler unit.
Modified oil filler/dipstick mounting location	Requires shifting on the AW71 Sump. Some custom fittings and brazing required.
Electronic speedo, pick up and encoder disc	The AW71 does not have a mechanical speedo take off. A digital speedo is the option, using a VDO electric programable speedo. An inductive sensor and custom encoder disc are required to be installed on the tail shaft. The VDO speedo is available from Ringwood Speedos, with the dial screen printed to replicate the Stag OEM speedo.
Modified tail shaft	The tail shaft will need to be shortened by approx. 30mm. This is a good time to service the uni-joints and get the shaft balanced.

The Results?

There are four completed conversions, and two in progress. Three of the completed cars have been driving around for some months and the owners tell me 'it transforms the car'. The gear shifts are crisp, the kickdown is responsive, and the engine seems happier at highway speeds. In overdrive, the engine RPM drops around 1000rpm (slight variations, depending on tyre size).

The Cost?

A second hand AW71L with lock up torque converter can be sourced for anywhere between \$600 and \$1,000 depending on condition and history. So far, all but one of the conversions have used second hand boxes without reconditioning them. So far, the good reputation of the AW71L has proven correct. The conversion adaptor and rear engine mount is around \$1,100, which includes the machining and mods to the Stag bell housing and drive plate. The ancillary works come out around \$700, plus tail shaft works at around \$400, plus the speedo and drive at around \$500. That's, say, \$3,500 to

3 to 4 speed Automatic Conversion for your Stag

\$4,000 depending on where you get your parts. Installation labour is on top of that, but you may choose to do it yourself. Best guess if you paid someone to do the job, would be around \$1,700.

Credits

Terry Sully was the man who had the vision and passion for the original conversion, and drove the decision to use the AW71L box. Brian Churchill was instrumental in researching clever and practical solutions to many of the 'tricky bits'. I am grateful to both of these gentlemen and it was a real pleasure to work with them to take the idea from concept to practical completion in around 2 years. For my part, I did the engineering, the development, and the manufacturing of the adaptor parts, engine mount, custom components, and the digital speedo encoder. Please do not hesitate to contact Brian or myself if you would like more information. PS. Ask Terry or Iain Perrott for feedback on how their cars perform with the Asin Warner 4-speed auto.

Tony Zuiderwyk



Owner:
Jonathan Ignatidis

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Victorian Club Permit Scheme Proposed Interim Changes

Dear TCCV Members, the TCCV has been advised on the 7th of July of interim changes to the Club Permit Scheme. The scheme has a requirement of a ten year review cycle which is due this year, however due to the current COVID pandemic, the Victorian Department of Transport has decided to delay the full review by 12 months and introduce some interim proposed changes to the scheme which would take effect in October 2020.

These proposed interim changes are summarized below.

The proposal seeks to add controls to the clubs, making sure that only safe vehicles are admitted to the scheme and provide ability to regulate clubs that are not complying with the permit requirements.

The proposal seeks to ensure that vehicles requested to be inspected by VicRoads are presented for inspection. It is proposed that a club permit can be suspended if the permit holder fails to present the vehicle for a required inspection.

VicRoads may disallow certain club individuals to be scrutineers because it is found they are not performing the function adequately. Current regulations do not permit specific conditions to be imposed on individual clubs. Conditions may be imposed where clubs are found not to be operating in line with VicRoads requirements and unsafe vehicles are on the road.

For new permits it would be required to make an appointment with VicRoads for the application to be processed. A fee of \$19.00 would be payable. An operator with appropriate knowledge will process the application.

It is proposed to levy a fee for the supply of club permit plates. 45 and 90 day permits will be pro rata of a standard light vehicle registration fee. Slimline plates will be available at the same cost as full registration slimline plates. Currently there is no charge for plates, it is proposed that new plates will cost \$38, slimline plates will be \$150.

An offence entitled “failure to complete logbook” will be introduced and will be at a lesser cost than the current driving an unregistered vehicle infringement, \$165 vs \$900.

Commercial use will be clearly defined as this has been a serious issue. A vehicle issued with a Club Permit can only be used for social, domestic or pleasure purposes. Not commercial purposes

There will be an ability to transfer the Club Permit to the spouse of the Club Permit holder, should the Permit holder pass away as is the case with full registration.

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

Permit holders will be required to advise changes within 14 days.

These proposed interim changes require Ministerial approval, once approved the regulations will come into effect in October 2020.

Tony Cappadona

TCCV Club Permit Secretary member #662

Lennie Gwyther

So picture this.

It's 1932 and Australia is in the grip of the Great Depression. One in three workers are unemployed. Decrepit shanty towns hug the outskirts of the big cities. A scrawny rabbit caught in a trap will feed a family for a week. Country roads are filled with broken men walking from one farmhouse to another seeking menial jobs and food.

On the outskirts of the South Gippsland town of Leongatha, an injured farmer lies in bed unable to walk – or work. World War 1 hero Captain Leo Tennyson Gwyther is in hospital with a broken leg and the family farm is in danger of falling into ruins. Up steps his son, nine-year-old Lennie. With the help of his pony Ginger Mick, Lennie ploughs the farm's 24 paddocks and keeps the place running until his father can get back on his feet.

How to reward him?

Lennie has been obsessed with one of the biggest engineering feats of the era – the construction of the Sydney Harbour Bridge. He wants to attend its opening. With great reluctance, his parents agree he can go.

So Lennie saddles up Ginger Mick, packs a toothbrush, pyjamas, spare clothes and a water bottle into a sack, and begins the 1000+ kilometres trek to Sydney.

Alone. That's right. A nine-year-old boy is riding a pony from the deep south of Victoria to the biggest and roughest city in the nation.

Told you it was a different era. No social media. No mobile phones. But even then it doesn't take long before word begins to spread about a boy, his horse and their epic trek. The entire population of small country towns gather on their outskirts to welcome his arrival.

He survives bushfires, is attacked by a "vagabond" and endures rain and cold, biting winds.

On arrival in Canberra he is welcomed by the Prime Minister Joseph Lyons, who invites him into Parliament House for tea.

When he finally arrives in Sydney, more than 10,000 people line the streets to greet him and he is besieged by autograph hunters. He becomes a key part of the official parade at the bridge's opening and Lennie and Ginger Mick are invited to make a starring appearance at the Royal Show. Even Donald Bradman, the biggest celebrity of the Depression era requests a meeting and gives him a signed cricket bat.



A letter writer to *The Sydney Morning Herald* at the time gushes that “just such an example as provided by a child of nine summers, Lennie Gwyther was, and is, needed to raise the spirit of our people and to fire our youth and others to do things – not to talk only. The sturdy pioneer spirit is not dead ... let it be remembered that this little lad, when his father was in hospital, cultivated the farm – a mere child.”



When Lennie leaves Sydney for home a month later, he has become one of the most famous figures in a country craving uplifting news. Large crowds wave handkerchiefs. Women weep and shout “goodbye”. According to *The Sun* newspaper, “Lennie, being a casual Australian, swung into the saddle and called ‘Toodleloo!’”.

Lennie finally arrives home to a tumultuous reaction in Leongatha. He returns to school and soon life for Lennie and the country returns to normal.

These days you can find a bronze statue in Leongatha commemorating Lennie and Ginger Mick.

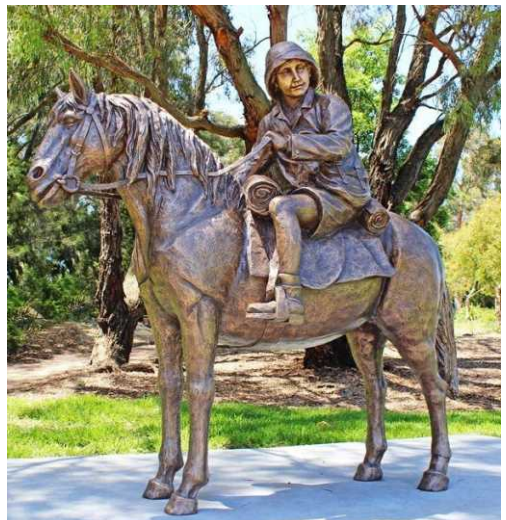
But Australia has largely forgotten his remarkable feat – and how he inspired a struggling nation. Were you taught about him in school? Have you heard of him before? Spread the word. We need to remember and celebrate Lennie Gwyther and his courageous journey. It's a great story. God knows we need these stories now, more than ever.

A TCCV event to Leongatha, when we can again travel, is a must do trip to celebrate Lennie's achievement and learn more about the books and movie based on his journey.

This information about Lennie Gwyther was extracted from Garry Linnell's article in *The New Daily* by

Iain Perrott

TCCV member #820



How to Zoom

If you work from home, you've probably heard about Zoom, one of the leading video conferencing software apps on the market. It allows you to virtually interact with co-workers or employers when in-person meetings aren't possible. This makes telecommuting seem much more human, as it helps you feel connected. Zoom has become an essential tool for small-, medium-, and large-sized teams that want to keep in touch and continue their daily workflows with minimal disruption - as well as becoming a favourite with individuals.

What is Zoom?

Zoom is a cloud-based video conferencing service you can use to virtually meet with others - either by video or audio-only or both, all while conducting live chats - and it lets you record those sessions to view later.

A short Youtube video explains how to use Zoom at: <https://www.youtube.com/watch?v=fMUxzrgZvZQ>

Alternatively (and possibly quicker) is to read the following discussion, which is from <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-meeting>

Overview

This article discusses how to join an instant meeting through an email invitation, an instant messaging invitation, from the browser, from the Zoom desktop and mobile application, from a landline or mobile phone.

Before joining a Zoom meeting on a computer or mobile device, you can download the Zoom app from our Download Center (<https://zoom.us/download>). Otherwise, you will be prompted to download and install Zoom when you click a join link.

You can also join a test meeting to familiarize yourself with Zoom.

Prerequisites

Each meeting has a unique 9, 10, or 11-digit number called a meeting ID that will be required to join a Zoom meeting

If you are joining via telephone, you will need the teleconferencing number provided in the invitation.

For Linux users:

Open the Zoom desktop client.

Join a meeting using one of these methods:

- 1.» Click Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then click Join.

Enter the meeting ID number and name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.
Select if you would like to connect audio and/or video and click Join.

For Windows/Mac users:

Open the Zoom desktop client.

Join a meeting using one of these methods:

- 1.» Click Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then click Join.

Enter the meeting ID number and your display name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.
Select if you would like to connect audio and/or video and click Join.

For Android users:

Open the Zoom mobile app. If you have not downloaded the Zoom mobile app yet, you can download it from the Google Play Store.

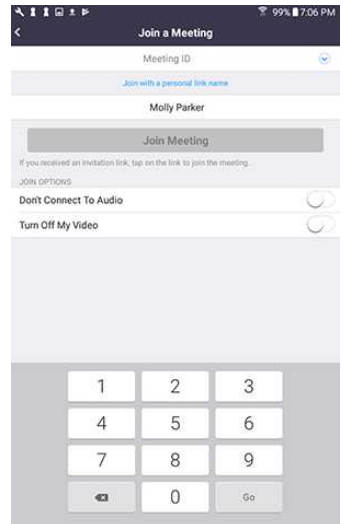
Join a meeting using one of these methods:

- 1.» Tap Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then tap Join.

Enter the meeting ID number and your display name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.

Select if you would like to connect audio and/or video and tap Join Meeting.



For mac/iOS users:

Open the Zoom mobile app. If you have not downloaded the Zoom mobile app yet, you can download it from the App Store.

Join a meeting using one of these methods:

- 1.» Tap Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then tap Join.

How to Zoom (continued)

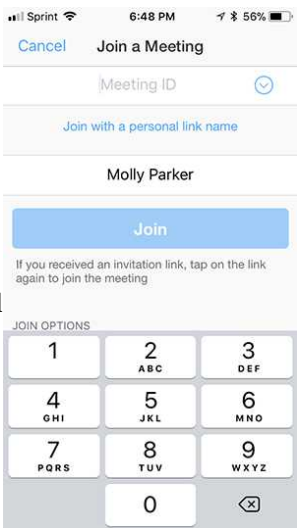
- Enter the meeting ID number and your display name.
- 1.» If you're signed in, change your name if you don't want your default name to appear.
 - 2.» If you're not signed in, enter a display name.
- Select if you would like to connect audio and/or video and select Join.

For telephone users:

On your phone, dial the teleconferencing number provided in your invitation.

Enter the meeting ID number when prompted using your dialpad.

Note: If you have already joined the meeting via computer, you will have the option to enter your 2-digit participant ID to be associated with your computer. If you have not joined on your computer, simply press # again when prompted to enter in your participant ID.



Locations of Club Permit Officers

As a Club Permit Officer (CPO), I thought it might be useful in these times of isolation to advise members of the suburb/town for each CPO.

Given that Club Meetings have been suspended for the time being, this would assist members to locate the nearest CPO who could sign their Club Permit renewal.

Name	Role	Location
Tony Cappadona	Club Permit Secretary	Albert Park
Denise McGuire	CPO	Newport
Peter Mayer	CPO	Mt Martha
Terry Roche	CPO	Blackburn South
Nick Skinner	CPO	Newport
Noel Warden	CPO	Rowville

Peter Mayer

Alan Andrews—Gerald Gets New Spark of Life

Don't laugh, but I noticed Gerald's distinctive lack of power on the Noojee Run. The engine dying at red traffic lights. Advancing the idle helped but created other issues like disastrous fuel economy and high revs while engaging the clutch.

Inevitably I took Gerald to Yarra Glen master mechanic Ashleigh at Yarra Valley Automotive, just down the road from my place. After explaining the situation to him, I walked home through a very boggy Yarra Glen Wetlands. Clearly a tune-up was required with a diagnostic approach to trouble shooting. I mentioned an annoying slight oil leak fouling the clean drip tray in the garage, turning a rather low exhaust U-bolt to the side giving more ground clearance, a standard engine service, a report on how the ride can be made less bouncy and another about how the shudder experienced some times in reverse can be attended to, and left Ashleigh to it.

It was not long before tackling the tune-up revealed the vacuum-advance was not working at all. A perforated diaphragm the culprit. Needing replacement too was both the condenser and points. What to do? Enter Cheryl from local company "*Retro Road & Track*", modern ignition systems for classic cars, quite by chance, with a problem distributor.

When asked, "Do you have a dissy for this car?" (pointing to Gerald), Cheryl thought and replied "Yes", and in classic Arnie-style, "I'll be back". So, the Lucas D25 was replaced with its **AccuSpark** electronic distributor equivalent, and the tune-up was completed with new plugs, leads, matching replacement ignition coil, and carburettor tuning.

The slight oil leak proved to be a poor felt sump plug washer. An easy fix, as was turning the exhaust U-bolt. The reports I advised be left until next visit, so after changes of oil, filters, and inspections of absolutely everything else, Gerald was ready for collection.

The drive home was longer and faster than usual. A very pleasing result all round. Like other TCCV members, our classic cars are being fixed at a time when they must stay in the garage. But it will not be forever. We need a multi-day TCCV event after this virus interlude.

Alan Andrews

TCCV member # 572



Members in Lockdown

Ian Fox – ISO project Stag phase II

The Stag is now running reliably, and the bulk of the unnecessary wiring has been jettisoned. There's still a couple of interesting bypasses, but I'll leave those until I determine why they were put in place. The next stage is the Roadworthy Certificate, and for some reason, I always dread these encounters. It seems no matter how well one prepares a car, there's always something that needs attention. In my case I suspected the tyres to be marginal, purely due to their age. I left them on because I was still dithering over tyre choice. Got the permit from VicRoads, and took it to a local tester then spent the rest of the day sweating on a phone call. It came from the receptionist at about 4:50, and she said "Chris will go through it with you". Awesome. I guess I won't be taking it to VicRoads for registration in the morning. Some items were expected-like the tyres I mentioned, and certain bushes perhaps. But there was also a couple of unexpected fails. The big ones being front disks undersize (one was OK, but the other failed), and frayed driver's seat belt, along with every single bush/rubber in each suspension system, despite many of them appearing OK to me.

The problem now was there was no way to rectify all this inside the 7-day limit of the initial inspection, so I didn't even try. The only option seemed to be a big list sent off to Rimmer Bros. in the UK, and keep my self busy preparing what I could until delivery day. All the components affected - trailing arms, sway bar, control arms, links etc. were removed, sand-blasted and given a satin epoxy black finish (trailing arms were painted Aluminium obviously). Also freshened up the shocks and springs with new paint while they were accessible. I also took the opportunity to replace the headlight bulbs with new 'blue' halogens and installed relays, as my multimeter told me they were only getting 9.8 volts! No wonder they looked dim. The difference is night and day—literally.

The much-anticipated parcel arrived from Rimmer's, and I set to work installing all the goodies. Turned out the sway bar rubbers were on back-order, and the trailing arm bushes were missing. A quick phone call to my new best friend Richard at Fairfield Motors again, and the list was completed. Some things were a cakewalk, and others put up a fight. One ball-joint went in without issue, but the second had to be done by my mechanic as my press just wouldn't cut the mustard. The four nuts holding the sway bar U-bolts were the most awkward to reach of the lot, and the trailing arms took a bit of coaxing to get back on.

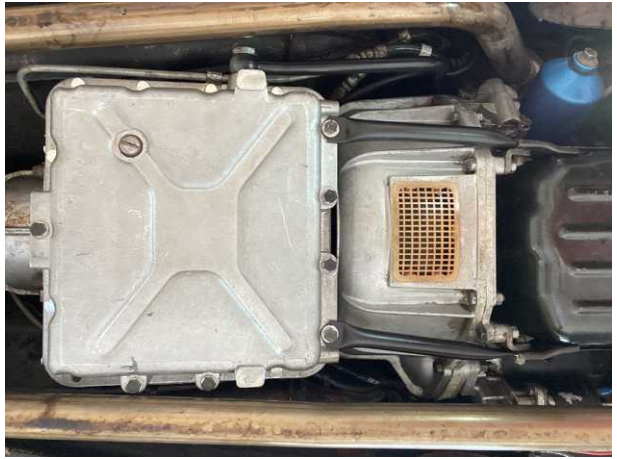


As of this writing, the car has passed its second Roadworthy inspection without issue, and has been booked in to VicRoads for registration. I'm off tomorrow to get the front-end aligned after all that work, then I'll sit back and breathe for a bit.

Fingers crossed.

Ian Fox

TCCV member #894



Chris Sallmann – Covid 19 onwards

As we are about to be locked up again

I've been reading notices from members about their covid experiences which simply demonstrates the diversity of our membership and the ability to share experiences so well be they car or personal. I especially enjoyed Roger McCowan's description of growing up in the 20th century, how true. This reminds me of the current generation who weep when asked to turn off a phone in a waiting room or complain when the smashed avo has lumps.

In the UK recently that dish Joanna Lumley spoke with a WW11 Wren about receiving a medal for her services 70 years ago and my mind returned to my mother. Born in Sydney into a military family [as was I] she was taken into the blitz by her parents, her father serving in the Australian Navy. As a young girl she packed parachutes and when old enough was taken into the hush hush Department where she read, and heard God knows what. Several times during the war she travelled between Sydney and London dodging subs all the way. She never complained, never spoke about such things until recently. Never got paid, no medal or any other recognition other than the shared Service Pension my father earned. I just wonder how many like her are about, so few now I suggest, languishing in care support units, unknown, unrecognized. They would not even allow a military headstone on her grave next to my dad's, with the Navy crest, lest we never forget.

On a more diverse note let me talk about my hail damaged daily drive.

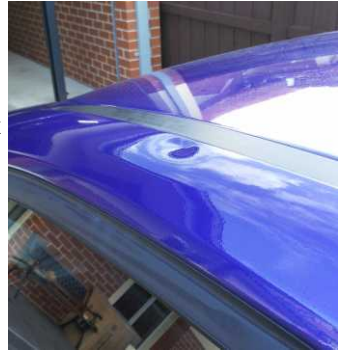
Continued on page 30

Members in Lockdown

Chris Sallmann – Covid 19 onwards (continued)

The car was damaged in January, I was unable to get to my insurer because of the level of claims, the phone went unanswered, the web page especially set up went down and February came and went, by now you are thinking what's this got to do with anything. I figured unlike my trendy neighbours that I would abide by the rules and not venture out to have my car dealt with until time was right.

Well the day things lifted I got on to Budget and they were very negative about me delaying lodging the claim, hinting that time had run out. I suggested the delay was in fact caused by the current crisis and that my claim was reasonable and would be pursued. The review took place at what they described as an independent workshop. Once the person who looked at the car fronted me, I was asked to sign it over for repairs. Dumfounded I asked if this was an assessment or just an order for me to hand over my car without a description and explanation of the repairs, my approval and perhaps a second opinion. Answer, take it or leave it, literally!



Upon reading my documents I have discovered that despite the booklet saying I had right of repairer I had not ticked that box on the online application acceptance of my contract. Deceptive I say as it's in the hard copy but requires an on line activity, lesson learned here.

Well I got a second quote any way because Budget refused to tell me what they were going to do. I went back to the 'behind the scenes' Budget repair business and demanded answers, oddly the repair methodology they gave me was similar to the quote I had.

The damage included craters not just pimples, in the roof, bonnet and various door tops and trim. To my horror the side air bags will be removed and reinstalled [properly, who knows] and the roof cut out and replaced. When I questioned the effect this would have on the structural integrity of the body shell they laughed at me.

By the time you read this the car will be under repair, it will be interesting to see what it's like, weakened, with dubious air bags and according to them only a partial paint touch up.

I'll let you know.

Chris Sallmann [annoyed]

TCCV member #559



John Johnson – Sadness during Lockdown

Last Wednesday I had the sad duty along with Peter Standen of attending the memorial for Peter Turner. Who is Peter Turner you ask, I've never heard of him. Well, Peter was an engineer and did the VAS certifications for our TRs that have been converted to rack and pinion. He was a no fuss bloke who had a great appreciation for our old cars, he also did my caravan but that is another story.

As you can see by the pictures, Peter did work on a lot of different makes and models of cars and was dearly loved not only by the people of the small town of Guildford where he lived but by his racing friends and everyone he came in contact with. He was just such an easy-going bloke and will be missed by all who have had contact with him.

His coffin was painted the same colour as his racecar and had his number on the side of it with his helmet on top.

Peter raced an open wheeler that had a rotary engine in it. I think in his last year he had taken a step back from flat out racing to regularity but still enjoyed getting it out there and opening it up.

Peter was scheduled to take an FJ Ute for a drive in the Wangaratta region for a final sign off when Peter and the owner of the FJ were hit from behind crushing the Ute and its occupants. You will no doubt have seen the reports of this on television and in the media however due to the matter still being before the courts no further comment can be made.

However as a general precaution stay off your mobile phones whilst driving and concentrate on your driving, as that is what you are supposed to be doing when driving!

John Johnson

TCCV member #927



Members in Lockdown

Michael Lauder Part 2 – continuing knowledge and would like to learn some more

I often take a look at the Triumph Trading section of the magazine and adverts elsewhere for anything that may be suitable. I was pleasantly surprised when I saw Roger McCowan was advertising a Stag for sale, a bit rough but with a good engine apparently. There's an opportunity not to be missed. I called Roger and a visit was arranged.

After confirming that the whole car was there, albeit a couple of small parts missing, we agreed on the sale and I arranged for the car to be picked up. I use a friendly guy from Russia going under the name of VFJ Towing who charges very reasonably and transported the car to my home and placed it nicely on the driveway.



First job was to tear out the worn damp carpets and dry the floor out. Fortunately all was ok underneath them. The car has some rust patches on the bodywork where previous damage had been filled and the filler has fallen out. This has been addressed by removing the loose filler, removing the surface rust and painting. It doesn't look nice but it should halt the rust until a better repair can be carried out.

Roger had warned me that the gearbox wasn't filled with oil so I filled that, along with checking the engine oil, coolant and power steering oil after checking that the engine was free by turning it over by hand. The carburettors were removed to clean the bowls then replaced with new fuel hoses. The battery was borrowed from White Stag (I don't name my cars, so they are known as White Stag and Yellow Stag!) Spark plugs were removed and the ignition key turned.....The engine slowly turned over. Just. A quick look over revealed that the earth strap wasn't connected to the engine, which would account for the problem. With that connected, the engine turned over much faster. There are no working warning lights on the dash so it was impossible to check that the oil pressure was up so I just assumed it was. With the spark plugs refitted the



moment of truth was here. Turned the engine over, and over, and over. Nothing. The first thing I did was to check the ignition system. It appears that the power to the coil is dropping to three volts when the key is turned. There is going to be a good amount of electrical fault finding happening on this car! I sorted that out by connecting the coil straight to the battery. I also discovered that the timing was 180 degrees out. That was easily rectified when I fitted the brand new spark plug leads. A few more turns and the engine fired up. Nothing worrying except a strange noise that was the power steering bleeding itself. Light was starting to fade so it was left there for the day.

Returning to the car a couple of days later, my intention was to drive it to the backyard where I could start some serious work on it. I started the engine again but after a few seconds of running a nasty rattling, grinding noise suddenly started. Something serious had happened so the ignition was turned off. The engine kept running until I realised that the coil was still connected directly to the battery. I managed to pull the wire off before the engine managed to eat itself. Feeling a little saddened, I turned the engine over by hand to test if it was seized at all. It turned over but there was an intermittent grinding which was impossible to locate the origin of.

Over the next couple of days I removed the rocker covers to check the cams etc, checked inside the bores with a bore gauge for any clues, checked valve timing, removed sump and all the necessary parts to get there, checked main bearings, big end bearings, thrust bearings and removed starter motor to check the bolts holding the torque converter on. Not one clue as to what the problem was.

It was time to eliminate if it was the gearbox or engine, so the gearbox came out. Sounds so simple yet it was an extremely difficult job to do. Next time I will remove the engine and gearbox as one. The problem turned out to be somewhere in the engine. With the gearbox out, my son turned the engine over manually with me under the car trying to find the cause. Ah ha! There's the problem. Somehow a washer had found its way between the ring gear and the engine. Where it came from and how it got there is a mystery but after getting it out, the engine turned over by hand without any unusual sound.

So here we are with two Stags. One has a leaky engine and the other has an apparently good engine but the rest of the car isn't great. Only one direction to go from here, borrow the engine from the Yellow Stag and put it in the White Stag until that engine can be repaired. The Yellow Stag was on the hoist blocking the White Stag in so there was a bit of juggling happening after putting the front cross member back on the Yellow Stag. Fortunately the White Stag was driveable which made matters a bit easier. Soon, my son and I swapped the cars over with the White Stag going on the hoist.

The plan is to keep the same gearbox in the White Stag with Yellow Stag engine attached but learning from my previous mistake, the engine and gearbox were removed as a complete assembly.

Continued on page 34

Members in Lockdown

I haven't been completely happy with the state of the engine bay in the White Stag so naturally before the engine and gearbox go back in, it will be tidied up. I tend to go a bit overboard sometimes so I have now stripped it back to bare metal for a respray. The firewall insulation is tatty and requires replacement. I'm not sure how to proceed with that as it turns out that the available replacements are a fire risk. Perhaps that problem will be resolved soon.

In the meantime, we decided to have a go at removing the heads of the White Stag engine. One of them came off quite easily. It seems the heads hadn't been torqued up properly or not re-torqued after running for a while. The nuts were not much more than hand tight! The inlet manifold was the same. The left hand head won't come off as four of the studs are stuck tight so that engine has been put aside waiting for a head removal puller. The good news is that the bores look excellent.



Work will be a bit slow from now due to the cooler temperatures and the fact that I am getting busy at work again.

Michael Lauder

TCCV member #841

Brain Teaser—Solution

EXCITING TO TRAVEL AGAIN

Editor's Note: At the time when this puzzle was created, it looked like Victorians would be able to do some travelling. Sadly, Victorians are again locked down with Stage 3 restrictions.

N	E	W	Z	E	A	L	A	N	D	E	S
A	I	L	A	R	T	S	U	A	R	O	C
E	R	T	O	N	G	A	C	I	A	H	O
U	A	E	A	X	C	U	E	L	A	U	T
D	Q	A	I	L	B	D	S	D	T	N	L
R	N	M	I	A	Y	I	R	A	N	G	A
O	M	A	N	S	J	A	P	A	N	A	N
D	I	L	L	C	Y	R	N	G	P	R	D
A	T	I	H	E	O	A	T	R	E	Y	O
U	A	I	V	E	C	B	L	L	R	A	G
C	L	G	A	I	J	I	F	A	U	I	O
E	U	Q	I	B	M	A	Z	O	M	N	T

Virtual Christmas in July

Saturday 25th July 2020

Our Christmas in July run had to be cancelled due to the Lockdown Mk2 so we have decided to run a **Virtual Christmas in July** on Saturday 25th.

The challenge is to have your own party in your garage or driveway and send a photograph to editor@tccv.net before Monday 3rd August.

The photograph must include a Triumph Car and its owner(s), however it can be a mobile car or one in pieces or under restoration but the photograph must also include some Christmas theme. The theme can be a full on decoration or one subtle, strategically placed item (a find Wally challenge).

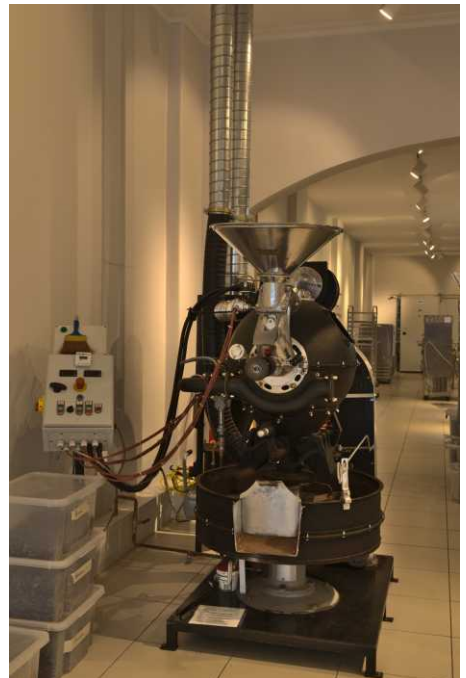
An independent person(s) will judge the photos and the prize will be a **Christmas in July** presentation box from **RATIO COCOA ROASTERS** (www.ratiococoa.com.au).



The PRIZE



**Above: RATIO Shop,
186 Sydney Road, Brunswick
At right: RATIO's Cocoa Roaster**



Members in Lockdown

Spiro Agius – some thoughts from isolation

Is the biggest problem with Triumph Stags “US”, the actual Stag owners ourselves ??????

Why do stag owners sell cars so cheap by classic car standards?

Can we encourage the market and establish an Australian price range??

Can we establish reasonable price ranges for the following six categories (whether there is an increase or a stabilization in the current status quo):

1. Parts car (with Original motor) too far gone;
2. Non-original (road going) poor condition bastardised over its life;
3. Original car needs full restoration;
4. Well maintained car (with history);
5. Restored car (with history);
6. Concours condition fully restored (or survivor) with full detailed history.

The median price in Australia would be \$18,000 to \$21,000 for a reasonable Stag, yet the majority of these Stags would have a large number of unknowns which can/may add or contribute to the reliability myths the world perpetuates, what is a rebuilt engine actually?? Does a timing chain change constitute a rebuild, or a rebuild (in my way of thinking) can only be called a rebuild if the engine has totally gone through a top and bottom end machine, balance and rebuild by someone with solid experience.

Do our cars' future reputation and subsequent values demand any less.

Whilst I am of the school if it ain't broke, don't fix it (or Just drive and enjoy), I am also aware we all have a very broad budget and expectation range and that spending money on our cars varies in ability and priority (and there is nothing wrong with that)

But let's look at some facts.

Current estimates are that a proper full engine rebuild will cost between \$8,000 to \$12,000 give or take a few thousand depending on actual engine requirements and labour content, (this would include, a bore or sleeving, new piston and rings, bearings, bushes, crank grind and hardening, tolerance measure and full balancing), some think that every Stag engine block (being at least 40 to 45 years old) will need a line bore for proper alignment as the minimum starting point, and if you want to do the rebuild right, and who can really argue that point??

We can then look at what supplementary components should be looked at if we are to strive for and achieve an outstanding engine:

- » Engine block and machining (new pistons, rings, bearings, bushes etc.) with balance and hardening \$8,000 – \$12,000 (including labour) parts etc.
- » Heads rebuilt and machined (if needed), there is an argument that all Stag heads would at least need new valve guides (cost would be included in the above range)

- » Rebuilt/properly overhauled Strombergs (which can make or break any engine) are approx. \$800 to \$1,000 to do.
- » In the optional category would be radiator hoses, radiator servicing, header tanking, Stainless steel pipe work/plumbing etc.) Water pump reconditioning (or electronic conversion)

I know some of the above rates will be debatable for various reasons, but I believe these are the “industry standard” rates.

Add to this running gear (transmission, differential and drive shafts etc.) should be serviced at the time of a full rebuild as insurance.

So if you have just spent \$12,000+ on a full rebuild by someone who knows what they are doing, you have taken the time and passion and energy to do the work right (arguably better than BL did in its day). You have just given yourself hopefully trouble free motoring or the next buyer a fantastic car history, something that should be reliable and enjoyable, why then is the Median price not much higher for a sorted Stag???

As a group, I think we should begin to set some standards by which we measure our own cars value, and as best we can stick to these values if buying or selling. Would this start a snowball effect in creating national standards in value?? (Unlikely) but why not? Having been in sales all my life, I am well aware the price for any commodity is set by specific circumstance and market expectation, in effect supply and demand will dictate.

I do want to share one very interesting story presented to me which sums up the thought process leading to this point of view.

I know that when I first looked at a Stag (several years ago) there was a blue car in Sydney for \$36,000; it looked like a very solid high quality and recent restoration. When I spoke to actual Stag owners they told me it was over-priced! I've since bought one and am in the process of tidying it up with things like bushes, shockers, exhaust, discs, seat belts, some bodywork (rear shocker anchorages).

hmmmmmm.....

This is just food for thought and hopefully to initiate some fun debate, I look forward to your thoughts.

Spiro Agius

TCCV member #569

TCCV Regalia

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.



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 40).

Club Membership

Last month we were heading out of lockdown and were looking forward to restrictions being eased. Regrettably this has now all changed and we find ourselves back in lockdown with even stricter rules on our movements.

Despite Covid19 and the lockdowns we are pleased to welcome three new members during June:

David Graham 1976 Pimento TR6
Paul Draper 1972 White Stag
David Jamieson 1971 Maroon Stag

Should you have any queries regarding your membership or renewal subscription please contact me. Remember to advise of any changes to your personal or vehicle details.

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 Shutterfly collection are available via the website's 'Members Only' section.

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

Club Contacts

Committee

President	Helen Robinson	president@tccv.net	M: 0439 554 199
Vice-President	David Ferguson	secretary@tccv.net	M: 0417 463 110
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	
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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
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Events Co-ordinators	Peter Welten Graeme Oxley	events@tccv.net	M: 0409 511 002 M: 0413 135 779
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Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
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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

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