

January 2021

The Trumpet

The Triumph Car Club of Victoria Magazine



A triumph in driving safety!

iTPMS 8886

tyre pressure monitoring system for iPhone

Driving on a flat or rapidly-deflating tyre can severely damage your expensive tyre, your car ... or worse.

Even under-inflated tyres can place up to 10% strain on a vehicle's drive, and use 10% more fuel.

The Davies, Craig iTPMS 8886 is a unique DIY electronic safety system which monitors tyre pressure and temperature, instantly warning of any problems.

Simple screw-on sensors monitor the pressure and temperature inside each tyre. This vital information is transmitted wirelessly to the in-car sensor plugged into your cigarette lighter and to the app on your iPhone or iPad.

With any marked variation in tyre pressure and/or temperature from your pre-set targets, an audible alarm sounds, the in-car sensor flashes red and the iPhone display tells you which tyre has the problem.

Each purchase earns money for the Club.



\$129 off*

For Triumph Car Club members

Contact
John Benson†
to order.
*RRP



†John Benson, Davies, Craig
- (03) 9369 1234, ext 204



INNOVATION - QUALITY - RANGE

Member price: **\$199.00**

inc. GST + freight

*RRP = \$328.90

Compare that to the cost of
replacing a destroyed tyre!

For full details, see the
Davies, Craig website:
www.daviescraig.com.au



Fairfield Motors

Triumph Spares

The latest technology and old fashioned service.

- Repairs and Servicing to all models.
- Auto electrical repairs
- Air conditioning and EFI servicing.
- A huge range of New and Used parts.
- New Old Stock available.



77-79 Station Street fairfield Victoria 3078

T 9486 3711 E fairfieldmotors@i.net.au

Present your TCCV membership card to receive a discount.

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



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

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

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

Life Members:

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

All correspondence to:

Email: secretary@tccv.net
 or Triumph Car Club of Victoria Inc.
 1 Deck Terrace,
 Safety Beach, Victoria, 3936

Table of Contents

Front Cover Photograph	2
Editorial	3
Upcoming Events	4
Roger's Road to Recovery	5
Drive Your Triumph Day	6-7
Historic Winton	8
A Day at the Thunder Dome	9
Christmas Picnic at Tarago	10-12
Gerald Goes Digital	13
What Did You Think You Were Buying For Your Money?	14-15
New Year's Day Lunch	16-17
Governments, Unions and Triumphs	18-21
Pick The Modification	21
The Difficulty of Going Nowhere	22-23
Fuels and Horses	24-30

Club Services

Locations of Club Permit Officers	30
Members' Information	31
Triumphs on the Web	31
Event Photos	31
Club Contacts	32

Index to Advertisers

Auto Exhaust Supplies	17
Auto Surplus	IBC
Caulfield Jag Service	12
Davies Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC

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

For the Preservation of the Triumph Marque

Front Cover Photograph

On the cover this month we feature George Coulter's (TCCV member #755) very smart 1980 TR7 5-speed coupe. This photograph was taken when George was recently stopped by the police for a Log Book check – YES THIS ACTUALLY HAPPENS – George of course passed with all details present and correct. Let this be a reminder to all Permit Holders to ensure your logbook is completed correctly BEFORE beginning each journey.



Current Advertising Rates - (11 issues published annually.)

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

Disclaimer

The contents of The Triumph Trumpet do not necessarily represent the views of any Member, the Editor, or the Committee of the Triumph Car Club of Victoria, Incorporated (TCCV). Whilst the TCCV appreciates the support of advertisers in this magazine, acceptance of an advertisement does not imply endorsement by the TCCV of the advertised product or service. Furthermore, the TCCV or any of its members cannot be held responsible in any way for the quality or correctness of any items or text included in the advertisements contained herein.

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.



Welcome to 2021 everybody – feels a bit like standing at the entrance of a tunnel wondering if the light approaching is sunlight or a speeding train!

Not to be pessimistic we have had lots of rain (good for the garden) and sunshine already this month and the two Club outings for Christmas and New Year had perfect weather. The Christmas Party Picnic had some surprises – the Mustang Club had taken all the shady parking spots before we got there! Lots of lawn and trees and the view of the reservoir set us up for a nice relaxing afternoon.

The New Year Lunch at the Kinglake Hotel was a good chance to catch up with car gossip and enjoy an excellent meal. It was also good to see the happy faces of the owners and workers as they ran around to deliver our food and drink inside or out on the verandah. Think our cars parked outside might have attracted a few more customers too!

Roger is on his way to help new member Jerome pick up his Stag, shipped down from Queensland. It seems all of sudden everybody wants a Stag, it was the third Stag he had tried to buy. I won't tell him yet that there are times when we all want to sell a Stag!



We hope to have a Club Meeting very shortly – picnic style of course, bring your own chair and food and drink. Roger is checking out Jells Park on the way home for ease of access as well as Parking and Toilet facilities.

I am pleased to report that Roger does not look like Father Christmas any more.

Hope to see you soon.

Linda

COPY DEADLINE for February Trumpet

Friday 29th January

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

Upcoming Events!

Although there is no certainty that we will be able to travel freely from early 2021, the TCCV is planning a program for the new year so that we can have events to participate in, from whenever the restrictions are eased.

January 2021

20th TCCV – General Meeting.

Stringy Park Picnic area, within Jell's Park, Wheelers Hill. BYO everything (chairs, food and drinks). **Note the start time of 6:00pm!** (The current COVID restrictions make it not viable to use the church hall at Murrumbena.)

February 2021

10th TCCV – Worldwide "Drive Your Triumph Day" (it is a Wednesday). Join the group and travel to Kirkpatrick's (Kirks) Hotel, Mornington for lunch. Please use our website to register your intention to attend. (Cutoff date is 4th February.)

17th TCCV – General Meeting.

8:00pm. Venue: To be advised.

March 2021

4th – 8th TCCV – 15th Combined Vic & ACT Triumph Car Clubs Rally: Griffith. Plans are developing for this event as a replacement for the October 2020 event to Wangaratta which had to be cancelled. Accommodation contact details for Tocumwal and Griffith hotels as well as a daily itinerary for the event can be

found [HERE](#). Booking cut-off date is Friday, 26th February 2021.

Book your accommodation NOW to secure a room. Check our website and look out for *trumpet1* emails with the latest information.

17th TCCV – General Meeting.

8:00pm. Venue: To be advised.

April 2021

21st TCCV – General Meeting.

8:00pm. Venue: To be advised.

30th - 2nd May – The Aussie B40 Rally – An event for drivers under 40 driving classic cars.

May 2021

19th TCCV – General Meeting.

8:00pm. Venue: To be advised.

22nd - 23rd – Winton Classic Racing.

Meet at Avenal Truck Stop, 10kms north of Seymour on the Hume Highway for an 8:00am sharp departure Sunday 23rd. Please register well before the event so adequate space can be allocated. Booking cut-off date is Saturday, 15th May 2021. TCCV will be hosting one of the races.

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 ann.welten@bigpond.com

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

Roger's Road to Recovery

It was at last great to see some familiar faces and cars at our Christmas Picnic and again on New Year's Day (see montage of photos on pages 16 and 17).

It is not possible to use the Hall for our January meeting and negotiations are still continuing regarding future meetings. Therefore we are going to have a BYO everything outdoor meeting for January on the usual date of Wednesday 20th starting at 6:00pm in Jell's Park, Wheelers Hill.

The entrance is as per the map (at right) and signs below. When you arrive at the Stringy Park Picnic area there is plenty of parking on the right and the picnic area is on the grassed area to the left where there is a toilet block open until dusk.

Arrive at 6pm with your chairs, food and drinks and we will have a brief meeting at some point to make it official. Please note that BBQs are NOT permitted to be brought in.

Should the weather not be kind and we decide it is impractical to have the meeting a Trumpet1 e-mail will be sent out no later than 1:00pm on the day.

Hope to see as many Triumph cars and people as possible.

Cheers.

Roger



Sign 1



Sign 2



Sign 3

Drive Your Triumph Day

Wednesday 10 Feb 2021

For those members amongst us who believe the centre of the universe is somewhere around Beaumaris and Dingley then this run will hold immense appeal to you. The destination is Kirks Hotel at 774 The Esplanade, Mornington (03 5975 2007).

Meet at Brandon Park Shopping Centre, Springvale Road entry for a 10:00am departure. If you arrive any later and can't see any Triumph's – guess what? We have left!

- » Leave Brandon Park Shopping Centre with a left turn into Springvale Rd in the direction of Springvale.
- » Follow Springvale Rd all the way through Springvale to the Frankston Freeway.
- » Turn left into the Frankston Freeway and continue to Frankston.
- » At Frankston continue until you cross the railway level crossing and then turn right at the traffic lights into Hastings Rd; follow this until you reach the Nepean Hwy.
- » Turn left into the Nepean Hwy and travel towards Olivers Hill.
- » Turn right into Bentons Rd (after you cross the Mornington main street intersection).
- » Turn left into the Esplanade and follow it to the Dromana beach front.
- » Turn left into McCulloch St (signage to Arthurs Seat) and proceed under the Mornington Peninsula Freeway overpass.
- » Turn right into Arthurs Seat Rd and follow this all the way to the top car park at Arthurs Seat. Here we will make a brief stop. Coffee/Tea available. Stop for viewing for 15 mins on top of Arthurs Seat.
- » From the top of Arthur's Seat, continue to Red Hill.
- » Left on Whitehill Road to the bottom of the hill. Turn right onto Nepean Highway at roundabout. Follow Nepean Highway to Mornington. Just after the Caltex servo on the left, turn left on Wilsons Road towards the Esplanade.
- » At the Esplanade roundabout, take the second exit onto The Esplanade. Follow that for 400m and Kirkpatrick's Hotel is on the right hand side. Parking at rear or on The Esplanade.
- » Should take about 30 minutes.

Enjoy your drive. Overall distance - 47.6 miles or 76.59 kilometres.

Graeme Oxley

Event Organiser

0413135779

Caution: it is Market day and the Main Street is closed.

Interesting Facts

Arthur's Seat is 305 metres high making it the highest point on the Mornington Peninsula. It was named after a mountain near Edinburgh, Scotland by Lt John Murray during the first exploration of Port Phillip Bay in 1802. Captain Matthew Flinders later climbed the mountain and glowingly recorded the view from the summit in his journal.

From its early days it proved popular for outings and in the 1930s an intriguing development was erected on the summit and named 'Hollywood Garden of the Moons' recreating a similar facility to one in California.

A Message from Rye Livingston (organiser of Worldwide DYT)

Hello Triumph owners around the world,

For those of you who aren't available to join a group or club drive mid-week, I suggest you drive your car to work that day and take a photo. If you're working from home, make a quick trip to the grocery store or around the block and snap a photo, or take a photo of your car in the garage. If your car is in the middle of restoration, maintenance or repair, take a photo of it and send it in.

Send full hi-resolution photos to DriveYourTriumphDay@gmail.com, along with the year and model of your car, and where the photo was taken.

Photos will be posted on the DYT photos website: <https://driveyourtriumphday.shutterfly.com>, along with being published in USA national magazine: The Vintage Triumph Register.

Thank you and I appreciate your participation. Please contact me with any questions you may have.



Photo submitted by Ian Cuss TCCV member #952 of North East Victorian members DYT 2020

44th

Proudly presented by
The Austin Seven Club in association with the HMRAV

HISTORIC WINTON

29th & 30th May 2021



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0000290N | Photo: Andrew Day

A Day at the Thunder Dome

I am writing this story as it is a piece of History of TCCV in the early nineties, and I doubt it was ever recorded in the *Trumpet* or in any of the minutes of a meeting, also it was a day that will probably never be repeated.

As we now have 'scammers' trying to access parts of the TCCV I will not mention any names to protect the innocent and hopefully frustrate any 'scammers'.

It was a day organised by the Variety Club to give children with Cancer a days break from Hospital routine and a break from their treatment, also a chance to have a picnic lunch and a ride in a Classic Car around the Thunder Dome.

The TCCV was approached as were other Car Clubs in the area. It was mid-week so it meant a day off work. Everyone was to meet at Calder Raceway with a full tank of petrol. Lunch was supplied by a local Bakery and consisted of pies, pasties, sausage rolls, doughnuts and soft drinks, a real change from hospital food in those days.

There was a 2500S, TR7 coupe, a Stag, Herald, Dolomite and a Spitfire from TCCV, and if I remember correctly an old 1930's Chrysler or Chev soft top or similar, a modern Jaguar and a HDT Brock Commodore.

Every car with children on board was driven sedately around the Dome, no helmets and ill-fitting seatbelts on the children, but the kids loved every minute of the ride and wanted to go faster. The favourites were the Commodore and Jaguar.

The afternoon finished with the Commodore and the Jaguar competing in some very fast laps with the children egging them on, also the Triumphs going quite quickly as well, but the line up for laps in the Commodore and Jaguar was the longest, with some parents joining in as well for a ride.

Rain started about 3 pm and the day finished, probably good timing as things were getting a little too competitive. No incidents, the children and parents loved it as did the Drivers.

I am sure that with today's O.H.& S regulations it will never happen again. A great day was had by all and something the Children would remember for a long time.

It's sad to see Calder and the Thunder Dome falling into disuse, as some great times for Car Clubs were held there in past years.

Fay Seeley

TCCV member #18

Christmas Picnic at Tarago



13th December 2020

COVID-19 has made it one hell of a year. All car clubs have suffered. No outings or events for nearly 12 months. From November to November 2020 our Stag went out 4 times. This year our Annual Christmas Party was cancelled. In its place we decided to do a nice run and end up for a BYO picnic in a park. Our Events coordinator with the help of our Webmaster planned a run to the Tarago Reservoir just out of Neerim South. The route chosen was to meet at Chirnside Park, drive to Lilydale and turn off there and head to Powelltown and onto The Tarago Dam. Chris Burgess from Langwarrin planned an alternative route leaving his place doing a picturesque drive through Gippsland and onto the dam.

I was the only one from out west so I decided to go straight to the reservoir. I did a stopover at the Officer BP for fuel. Whilst there a whole lot of current model Mustangs were out on a drive. There were some nice sounding cars. I headed off and was first from the TCCV to arrive at the Picnic area. There were six Mustangs in front of me. Next minute 60 Mustangs turned up, filling the car park and no sign of the TCCV cars. Eventually Peter's and Chris's convoys arrived leaving the



Christmas Picnic at Tarago

Triumphs to find parks wherever they could. The picnic area at the dam is very nice. There are numerous BBQs and tables. Peter Welten brought along the Club Pergola in his 2.5PI. Soon the TCCV Members were spread out and enjoying the atmosphere. It was terrific to see everyone enjoying the picnic and each other's company. We should do this more often. Around 12 years ago the TCCV did an early morning run and cooked a brekkie there.

The grounds are very clean and tidy as are their toilets. The Tarago Reservoir is a nice place to go for a picnic or BBQ. We had around 50 people and 22 Triumphs. After lunch the President, Roger Makin, presented three awards from the 2020 AGM that was held by Zoom. Ann Welten was presented with the Lady Clubman award, David Ferguson received the Stan Fisher Award for his TR3A and I received the TCCV Clubman Award. A group photo was taken after the presentations.

All up it was a very enjoyable day. It was terrific to catch up with Club Members after such a long forced break.

Looking forward to the King Lake Hotel lunch on New Year's Day as well as The Drive Your Triumph Day on Wednesday 10th February. Meeting point is the Brandon Park Shopping Centre.

Graeme Oxley

TCCV
member #471



Christmas Picnic at Tarago



CAULFIELD JAG

• S • E • R • V • I • C • E •



For All Triumph Service, Repairs, Restoration And Parts

- Specialist Triumph repair and rebuilds to engine, gearbox/overdrive and suspension
- Performance modifications and dyno tuning
- Personal, friendly service and realistic prices from owners with years of Triumph ownership and experience

Proudly Independent

www.caulfieldjag.com.au
46 Alex Avenue, Moorabbin. 3189

9555 8898

Sometimes, it seems, classic car components stop working for no reason at all. For weeks, Gerald was covered, parked in the garage, waiting for travel restrictions to lift, just like your classic I expect. Once it was lawful to travel twenty-five kilometres from home, a circular tour via Coldstream, Healesville, Toolangi, Kinglake, St Andrews, Kangaroo Ground and back to Yarra Glen seemed a good idea. Of course, Joan and I had to stop at Rochford Winery to replenish red supplies. Everything went well.

Later, I needed to check distances to the Christmas Party Picnic venue. Another trip in Gerald. One needs a working trip meter to get interim distances. Imagine my surprise when no speedo and no trip meter. Totally no action on the gauge. “Speedometer” internet phone app to the rescue allowing “Directions” sheet to be ready for that Sunday event.

So, had the gauge internal mechanism collapsed, or simply had the cable snapped? A “very much in the know” Club member clued me up on how to check the gauge: unscrew the cable from the back of the gauge, insert a suitable-sized jewellers screwdriver into the socket and spin it in the direction the cable rotates; if the needle moves, the gauge is OK. And the cable: remove it from the gearbox as well; spin it and see if the other end spins with it. If both inspections pass, could it be the speedo drive inside the gearbox has gone AWOL? January seems soon enough to check things out. No point rushing these things.

“Noise cancelling” within the cabin is not one of Gerald’s strong points. GO rang that Sunday while I was on the way with mate Jimmy. With my mobile acting as speedo and trip meter while secured in a cradle stuck to the windscreen, I could hardly hear him, making it difficult to engage in conversation. A Fifteen-dollar portable Bluetooth speaker from Kyabram Kmart is my proposed solution. Yet to be tested. Maybe I will not need to install a generously donated radio after all.

Incidentally, according to a certain TR6 driver immediately behind me that Sunday, Gerald was speeding at some point. Is that possible?

Alan Andrews
TCCV member #572



FLARE-O-FLAME
Reg. Trademark Pat. Pending

CUSTOMIZE YOUR EXHAUST
for only **\$2.**

FITS ANY TAIL PIPE EASY TO INSTALL

THE NEW TAIL PIPE ATTACHMENT THAT GIVES YOUR CAR THAT JET LOOK!

- FIERY RED BY DAY
- FLUORESCENT BY NIGHT FOR ADDED SAFETY
- GIVES YOUR CAR LONGER APPEARANCE
- FLARES OUT ONLY WHILE IN MOTION
- FLEXIBLE, DURABLE NON-INFLAMMABLE

MAIL THIS COUPON NOW

FLARE-O-FLAME P. O. Box 1776 Colma, California 94018

Enclosed is \$_____ for _____ Flare-O-Flame tailpipe attachments.
Send cash, check or money order.
(The cost for each is \$2.00 postpaid or \$4.00 per pr.)

Name: _____
Address: _____
City: _____ Zone: _____ State: _____

65

What Did You Think You Were Buying For Your Money?

About four years ago my wife Maralyn had back surgery and after consulting with the discharge nurse we decided the open top Stag the best choice to bring Maralyn home as her back was still very stiff.

With the Stag polished to within an inch of its life, I arrived next day and parked front and centre of the hospital main entrance. Maralyn was wheeled out and we made her comfortable and waved goodbye. I hit the starter and an almighty scream of miss engaging gears echoed out, I waited a few seconds and tried again but with the same result although this time I had the total and undivided attention of the hospital and car park. I rang our daughter to collect mum and the RACV for the Stag to make an inglorious retreat.

Next day at home I removed the starter motor to ascertain what had failed. It instantly became clear that the standard of workmanship was not improving. My Stag when being rebuilt by the previous owner paid to have a Hi Torque starter motor installed. As you can see from photos 1 & 2, I think the mounting bracket was purchased from the reject shop as it was one size fits all. Constructed of lightweight aluminium with elongated mounting bolt holes just to make sure you can't centrally secure the motor. Next was the locating ring, it was smaller than the designated hole in the Stag engine block, so that didn't centralize or locate the starter to the engine. Thirdly the series of holes are there to adjust the mounting angle of the Hi Torque starter motor as they are not tubular in shape as is the standard starter motor. This took the last of what little strength there was in the under designed mounting bracket. The mechanic was well paid, I guess a good result!



Photo 1

Having no reliable measurements, centre points or an old Stag starter, I concluded the cheapest way for me to build a mounting plate was to cut cardboard templates until I got it right.

Referring to photo 3, template A is of the Stag engine block to save me crawling under the car all the time. The centre (B) is the final shape of the main starter plate that will be cut out of 5mm steel. 5mm gave me the correct setback for the pinion gear to perfectly engage the ring gear. (Note: this base plate may change depending on the brand of starter motor chosen).

The right template (C), the small hole centres the starter and the outer rim on the disk fits neatly into A, which locates the starter into the block.

My second problem was to calculate the throw of the pinion gear to perfectly engage the ring gear from the face



Photo 2

What Did You Think You Were Buying For Your Money?

of the mounting plate. Once I had mastered those problems, I set about making it, the main base is 5mm steel and the riveted ring that centralizes the starter motor and also to centralize or locate the mounting plate to the engine block is 5mm aluminium (photos 4 & 5). All the pieces now align perfectly which is so critical for the starter to operate efficiently.



Photo 3

The finished item (photos 6 & 7) now works perfectly and has done over the last four years. It's not so hard, an amateur can do it!

I am still bewildered how one of the so-called go to Triumph mechanics can be so oblivious to his client's expectations.

Iain Perrott

TCCV member #820



Photo 4



Photo 6



Photo 5



Photo 7

New Year's Day Lunch



New Year's Day Lunch



Owner:
Jonathan Ignatidis

Incorporating
Automotive Service Centre

736 Heidelberg Road
Alphington, VIC 3078

(03) 9499 6475

info@automotiveservicecentre.com.au

Governments, Unions and Triumphs

Industrial unrest in the UK eventually saw the ultimate demise of British Leyland, and consequently, Triumph car production for the world market. We all know that. But what is the history?

The British Leyland Motor Company, BLMC, was formed in 1968. It was a merger promoted by the Industrial Reorganisation Corporation set up by the 1964-70 Labour government of Harold Wilson.

Industrial militancy seemed to come to a head when Harold Wilson's Labour Government was surprisingly defeated in June 1970 and Edward Heath formed his Conservative Government. Once in power, Heath brought in the Industrial Relations Act 1971, which was part of the Conservative Party's election manifesto. Researching future consequences of this Act on Britain's working force makes reasons why the Wilson Government was defeated interesting, but a topic for another time.

The main "sticking points" of the Act included:

- » Giving workers the right to belong to a registered trade union or not to belong to a registered or unregistered trade union.
- » Collective Agreements were to be legally enforceable unless a disclaimer clause was inserted. In Australia, Collective Agreements were called "Enterprise Bargaining".
- » There was a greater chance that collective 'no strike' clauses could be implied into individual contracts of employment.
- » Only registered trade unions had legal rights and to enjoy legal immunities.
- » Continued registration was dependent on the organisation having rules which specified how, when and by whom, authority was to be exercised, especially concerning the taking of industrial action.
- » A grievance procedure was required to be included in the written statement of particulars of the contract of employment. A worker under a normal contract of employment could receive compensation for unfair dismissal to encourage the development of dismissal procedures.
- » The Act limited wildcat strikes and prohibited limitations on legitimate strikes.
- » It also established the National Industrial Relations Court, which was empowered to grant injunctions as necessary to prevent injurious strikes and settle a variety of labour disputes.

Perhaps understandably, the Trade Union Congress (TUC) was strongly opposed to this Act, escalating dissension with a nationwide "Kill the Bill" campaign. A "Day of Action" was organised on 12th January 1971 to protest, with a march through London. On 1st March 500,000 members of the Amalgamated Engineering Union staged a one-day strike, no doubt involving BLMC workers. After the Act became Law in September 1971, the TUC voted to require its member unions not to comply with its provisions (including registering as a union under the Act). The Transport and General Workers

Governments, Unions and Triumphs

Union was twice fined for contempt of court over its refusal to comply. However some smaller unions did comply and 32 were suspended from membership of the TUC at the 1972 congress.

On January 9th 1972, the National Union of Miners (NUM) called the first national strike since the General Strike of 1926, for better pay. Nearly 60 per cent of those who voted at the pithead favoured the general strike. The NUM also deployed so-called ‘flying pickets’, which encouraged workers at other industrial sites to go out in sympathy. The NUM targeted power stations and the gas supply to broaden the impact of their action. Some of the social impact of the Miners Strike is portrayed in the film “Brassed Off”.

By February 1972, one month into the strike, the Government was forced to call a “Three-Day Week” to ration the dwindling coal supplies. A state of emergency was called to try to turn the population against the unions. The strategy failed.

On Monday 28th February, the Government offered a 5% pay rise, which brought an end to the strike, but not the end of industrial unrest in Britain.

A low point came on Friday 21st July 1972 when five shop stewards, known to history as the Pentonville Five, were arrested and imprisoned for disobeying an injunction to stop picketing an East London container depot. This precipitated a series of rolling strikes causing work stoppages until there was virtually an unofficial national strike. The TUC then called for an official national strike on 31st July demanding the release of the five shop stewards. Thousands of striking workers marched through North London to Pentonville Prison. The men were released a week later, after a court appeal was successful. The government proclaimed a state of emergency on the 4th August.

After several violent incidents and arrests, the Delegate Conference of the TGWU met on the 17th August and voted 53 to 30 to call off the strike. They accepted an agreement at the meeting and all but the most militant dockers had returned to work by 22nd August. There was a film made: *Arise Ye Workers*, in 1973.

The 1974 February General Election resulted in a hung parliament, the first since 1929. The Ulster Party declined Conservative Heath’s offer of Coalition Whip, so he could not form a coalition minority government, but Labour Wilson could. However, because Labour was unable to form a majority coalition with another party, Wilson called another early election in September, which was held in October and resulted in a Labour majority. One of their first acts was to repeal the Industrial Relations Act 1971.

Naturally, BLMC was caught up in these national strikes. After continual requests of Government for financial support, BLMC was part nationalized in 1975. The name was changed to British Leyland, and in 1978 to just BL. Trade union militancy continued at BL despite Labour promising one billion pounds of support.

In the 1979 General Election, Margaret Thatcher reinstated the Conservative Party to power, and stayed there until 1990. BL continued to make approaches for even more

Governments, Unions and Triumphs

subsidies and financial assistance. It became evident to Margaret Thatcher that something had to be done to stop the bleeding. She is quoted as saying: "On any rational commercial judgement, there were no good reasons for continuing to fund British Leyland."

Thatcher wanted out of government involvement in the industry, or at least a middle way with a partial selloff. But no deal was struck. With ministers growing increasingly nervous about the unemployment prospects if the company went under, a re-structuring plan was finally agreed. As she admitted: "The political realities had to be faced. BL had to be supported ... and, most painfully, we provided £900 million."

Thatcher and her ministers claimed that there was a long-term change in attitude from British Leyland workers. But they regretted that the huge extra sums they were forced to provide came from the taxpayer or, because they were forced to raise interest rates, from other businesses. "Every vociferous cheer for higher public spending was matched by a silent groan from those who had to pay for it."

With the company's employees due to be balloted on a painful re-structuring plan, there was a danger that if they said no, there would be a forced liquidation. As Thatcher recorded in her memoirs "The economic consequences of such a collapse were appalling. One hundred and fifty thousand people were employed by the company in the UK." There were an equal number of jobs in the component industries dependent on Leyland and it was calculated that closure would cost the British balance of trade £2 billion a year.

Her government refused to guarantee BL's debts but, even so, the ballot was successful. Then the company asked for government backing, and money, to implement its corporate plan. Thatcher was sceptical, commenting "BL's annual plans always forecast major improvement but every year things seem to get worse..."

The company's share of the UK car market had slumped from 35 to 16 percent. Thatcher had her ministers comb through the company accounts, and they concluded that the plan was likely to fail. But in the end BL got government backing and money because, as she put it: "People simply would not understand liquidation of the company at the very moment when its management was standing up to the unions and talking the language of hard commercial common sense."

Things did not get any better. BL's management was reluctant to sell the company or to let the government engage an independent adviser on the disposal of its assets. Amid a worldwide recession there were more wage claims, more strikes and Thatcher lectured the company and the industry on its poor productivity and over-readiness to strike.

In an insight into the dilemmas faced by many governments now, the former prime minister noted: "Closure would have some awful consequences. But we must never give the impression that it was unthinkable. If ever the company and its workforce came to believe that, there would be no end to their demands on the public purse."

Governments, Unions and Triumphs

After various re-configurations, the BL Group, by then renamed MG Rover, went bankrupt in 2005, bringing to an end mass car production by British-owned manufacturers. Attempts at “rebadging” with overseas car manufacturers were made over a short time: Rover with Honda, for example. Eventually, MG became part of a Chinese group, Jaguar and Land Rover were sold on by Ford in 2008 to TATA Motors of India. All “live on” but manufactured elsewhere.

There is much more that can be written about the 1970s in Britain: Joining the European Common Market; domestic consequences of Britain retaining the pound Sterling; Harold Wilson’s “National Plan”; “The Troubles” in Northern Ireland; the “Oil Embargo” imposed on UK by Arab members of OPEC; voting age reduction to 18; British international investment policy in the 1960s, to name just seven. All these, and more, affected life in Britain at that time. Real wages, certainty and continuity of employment, political stability, and so on, are real concerns for the ordinary worker even today. As it worked out, it caused the demise of our famous car marque. As said in a well-known film, “It’s the vibe. Yes, it’s the vibe”.

Alan Andrews

TCCV member #572

P.S. Internet references for this article are too numerous to mention, but can be found by searching relevant phrases in your browser.

Pick The Modification

As you know I am not keen on making modifications to Historic Vehicles, however at lunch on 1st January I eventually saw a modification Grant and June Hodgson had made to their Red Stag that I approve of.

If you think you know what the modification is, email me (president@tccv.net) and the first correct answer will win a prize donated by me.

Happy hunting,

Roger Makin



The Difficulty of Going Nowhere

In the October edition of the *Triumph Trumpet*, Alan Andrews referred to an article in a book of his, “*Car Fever*” written by James May, and offered to lend it to other Club members who would be interested in an entertaining read. I borrowed the book and thoroughly enjoyed the 72 articles contained therein which covered a diverse range of topics. They were originally written for a weekly column in the *Daily Telegraph*, so are very short.

One article in particular struck me as one which we, as classic car enthusiasts, could relate to so have reproduced it here. No doubt after reading it, many more of you will queue up to borrow the book from Alan.

Roger McCowan

TCCV Member #8

Last week, I went to a place in the British Isles I’d never even heard of. Wigtown. It’s somewhere west of Dumfries and round the corner from that bit where the sea juts in, so it’s technically in Scotland and therefore abroad. Unless you actually lived in Wigtown, it would be difficult to conceive of a reason for going there. Ever.

I, however, was there to give a talk at the Wigtown Literary Festival on the subject of my latest book, *James May’s 20th Century*, which is still available at a number of high-street supermarkets and Telegraph Books at an attractively reduced price, yet still not selling half as well as Richard Hammond’s autobiography.

Anyway. Wigtown rather surprised me. Firstly, I assumed it would be pronounced ‘Whitton’, as with some other towns with spellings designed to catch out the plebs (Vale of Belvoir*) or the American tourist (Towcester**). But no; it really is named after a hairpiece.

Secondly, it’s rather like Royston Vasey with a positive spin. It is a local town well served with local amenities run by local people for local people. I gave my talk in the local distillery, was fed by the proprietor of the local bookshop, had a pint in the local pub and was put up for the night by the local farmer, who gave me a bottle of the local whisky afore he went.

The following morning, I was driven back to the railway station by the local doctor. And this was when I was truly bowled over by the place; or, to be more precise, by the quality of the local roads. Wig is not a big town by any standards — I’ve been in post-office queues with a larger population — but the roads were sweeping, expansive, almost completely empty and altogether superb. And I ended up thinking that if I lived in a place like Wigtown, I’d get up early on a crisp autumnal morning and go for a drive just for the hell of it.

* Pronounced (by the locals): Vale of Beaver

** Pronounced (by the locals): Toaster

The Difficulty of Going Nowhere

But of course I wouldn't, because I've never been able to do this. Given an interesting new car to try out but, like Chuck Berry, no particular place to go, I'll just drive up the nearby dual carriageway for half an hour and then turn around and come back. I've done this with cars as exciting as the Ferrari F430 and the Maserati Quattroporte, simply because, without a purpose in life, I didn't know what to do with them.

This is a bit of a problem if, like me, you're quite interested in old cars. I have a Fiat Panda for being in other places on time, so the old car is just a hobby, something I drive for fun. But how, exactly, does one drive around 'for fun', even in Wigtown? I've taken Woman out for a drive in the old car before now and got no further than the local jet wash, because that's where my imagination ran out. Of course there have been times when we've decided to go somewhere for the weekend, and you might imagine that this would be an ideal opportunity for 'taking the old girl out for a run'. But because we actually want to get somewhere, we go in the Panda. Regular readers may remember that I recently bought an old Porsche 911. It arrives this weekend and I have no idea what I'm going to do with it. I mean; I've already got a car.

This must be why classic car rallies are so popular. To be honest, I've always avoided such things, imagining that they'd be full of people with otherwise empty lives looking for someone with whom to share concerns about spares availability or ignition advance. Now I realise that without classic car rallies most old cars would never be used, because there's no reason to use them at all in the pursuit of normal life.

So I went on one, the Norwich Union MSA Classic, at the weekend. Driving the Bentley T2 I covered several hundred miles on roads I didn't know existed simply to arrive at Silverstone, wear the tyres out a bit on behalf of the next owner, and come home again. Left to my own devices, I could never have conceived of a route quite so tortuous between my home and the home of British motorsport, but thanks to the supreme efforts of the organisers I was able to spend half a day pursuing a vigorously driven Daf Variomatic through uncharted areas of Berkshire. At the end of the trip I was given a medal — not for putting in a good time, but simply for enjoying a drive around the countryside and eventually arriving at the finishing line.

Brilliant. I could never have done it by myself.

James May

First published in Great Britain in 2009 by Hodder & Stoughton (An Hachette UK company)

Copyright © James May 2009

The right of James May to be identified as the Author of this Work has been asserted by him in accordance with the Copyright, Designs and Patents Act 1988.

A CIP catalogue record for this title is available from the British Library ISBN 978 0 340 99454 2.

Fuels and Horses

Many of our members' cars feature the Lucas Petrol Injection System. The following article, reprinted from Practical Classics, November 1991, steps through the diagnosis and correction of several aspects of the PI System.



Contrary to what you may have heard, fuel injection systems can be fixed by you, at home, with only a few items of specialist equipment. Grahame Steed explains, using the Lucas Mk2 system as an example, in the second of our three- part series on fuel injection.

Before the above introduction excites you too much, let's just clarify what we mean by fuel injection systems and specialist equipment.

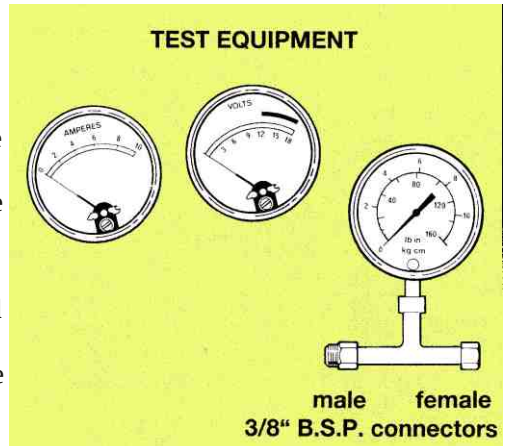
Early fuel injection systems, as we discovered last month, are basically mechanical pumps which deliver an air/fuel mix to the compression chamber via a metering distributor and control unit.

Later systems, especially from the Bosch L-Jetronic onwards, are far more complex, and have a large electronic influence. Electronic control units are responsible for computing the optimum air/fuel mix, and the set-up is far from user-friendly.

For now, we can afford to be a little complacent about such systems, since the majority of current fuel injected classic cars feature mechanical fuel injection. Complacency won't do in the long term though – so bear the potential problems of electronic fuel injection in mind if you buy a car from the mid-1970s on.

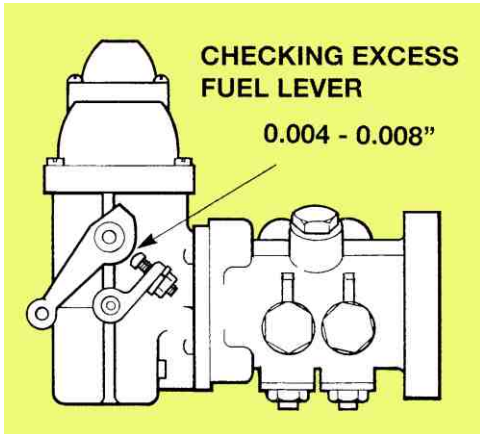
Returning to the repair and maintenance of mechanical systems, the two most essential pieces of diagnostic equipment are a pressure gauge and a vacuum gauge. An ammeter and volt meter are also useful.

The pressure gauge should be calibrated from 0-160lb/sq.in. with a rubber tubing T-piece and two 3/4in. BSP connections, male and female. The vacuum gauge should be calibrated from 0-30Hg, again with rubber tubing and a T-piece.



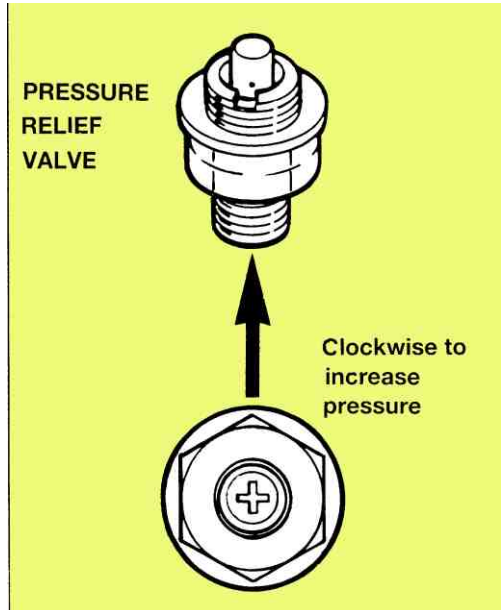
*This test equipment is used to determine fuel pressure and pump condition.
(Diagram reproduced courtesy of Lucas)*

Continued on page 25



Excess fuel lever (above) is the first place to check when fuel injection problems occur. (Diagram reproduced courtesy of Lucas)

Pressure relief valve (right) can be used to increase or decrease fuel line pressure. (Diagram reproduced courtesy of Lucas)



Connect the vacuum gauge to the depression signal line, which is the pipe running between the air intake manifold (centre pair) and the metering distributor vacuum connection. A 3in. length of rubber tubing will be needed to connect the T-piece and the signal line.

The pressure gauge should be connected into the petrol inlet line, ideally at the metering unit. With these two gauges in place, we can now diagnose the two most crucial elements of mechanical fuel injection systems.

For this feature, we shall be discussing the faults and symptoms of faults which afflict the Lucas Mk2 system. There are two reasons for this: first that last month's feature dealt mainly with the contributions of Bosch to the development of fuel injection, and second that Lucas is credited as bringing fuel injection to the masses with its Mk2 injection system, via the Triumph TR5 and TR6.

How it works – Summary

The Mk2 Lucas fuel injection system consists of the following: A motor driven fuel pump, a paper element fuel filter, combined metering distributor/control unit, pressure relief valve and interconnecting pipes. The metering unit is driven at half the engine speed, and supplies – via the injectors – accurately timed and measured quantities of fuel to the inlet port.

Continued on page 26

Fuels and Horses



Engine timing is critical. Fuel injection is often unfairly blamed when, in fact, a poorly-maintained engine is the culprit.

Fuel pump is usually located in the boot. Special care is needed when removing it. Watch out for leaking fuel.

Control of the air/fuel mixture is achieved by the mixture control unit, which responds to changes in inlet manifold depression. Fuel line pressure of around 100lb/sq.in. is maintained by the pressure relief valve, which also returns any excess fuel to the tank. The injectors, one per cylinder, are located near the inlet valves in the manifold, and require a force of 50lb/sq.in. to open them. The fuel spray formation is 60 degrees, in a hollow cone shape.

Faults and Forewarnings!

Dirt and wear are the two main enemies of fuel injection systems. The second is hard to defend against; all mechanical parts wear out. But the first is treatable with regular maintenance, especially of the air and fuel filters.

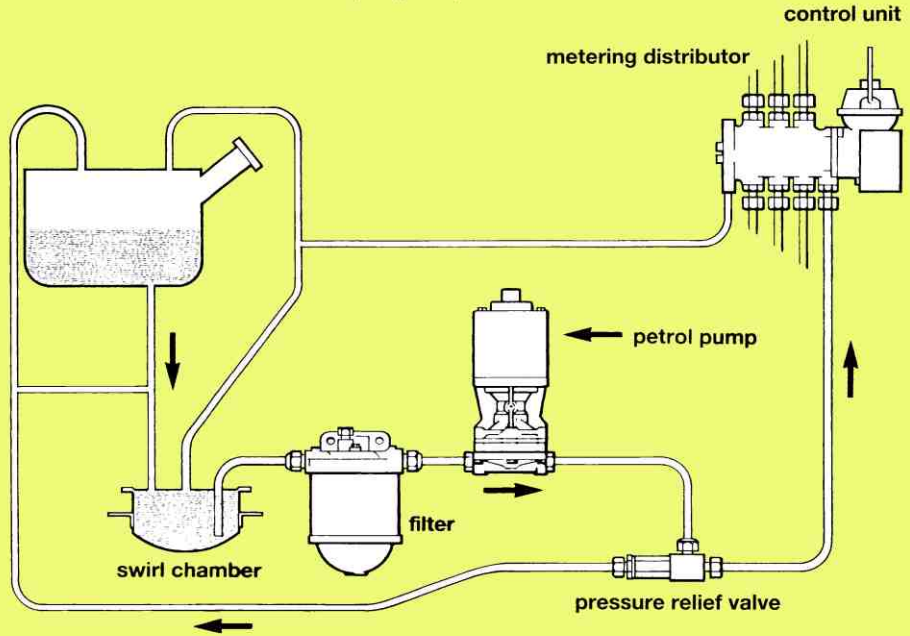
Fuel injection faults generally make themselves known in one of four ways. Most commonly, fuel consumption becomes excessive, or the engine runs erratically over all or part of the rev range. In extreme cases, the engine won't start at all, or may start but won't respond to movement of the throttle.

In the first three cases, the problem may be caused by the overfuel control lever. The overfuel control lever is the device responsible for giving the engine an extra dose of fuel when it is started. Problems occur when it seizes or becomes worn. Check that it is fully responsive to manual control over its full range. When in the 'off' position, there should be a clearance between the lever and its adjustment screw of between 0.1016- 0.2032mm (0.004-0.008in.).

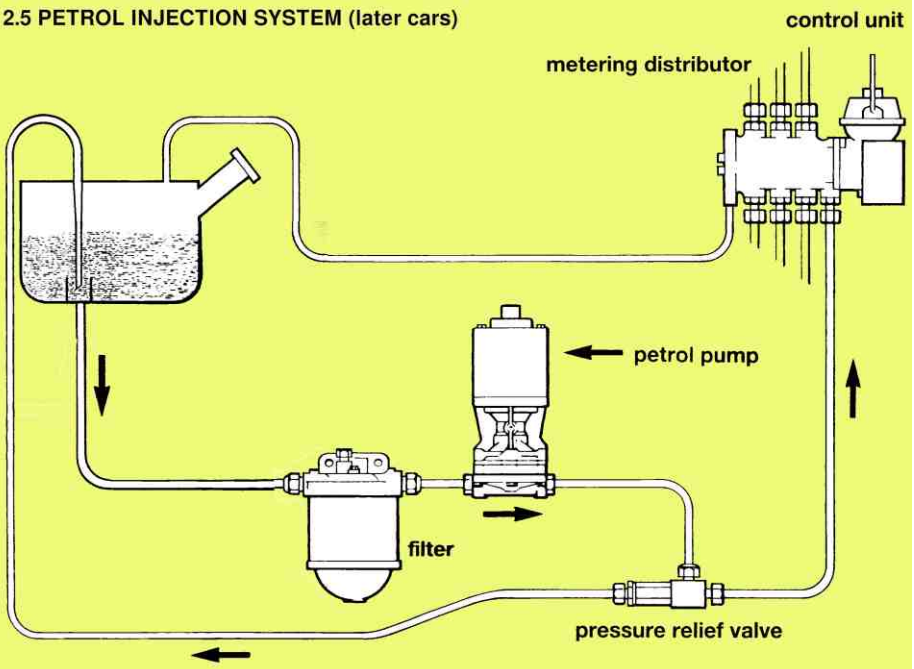
To keep things simple, we've matched the most common symptoms to their respective faults, under four headings. You'll find there is Some crossover between each section, so it pays to read everything before attempting any diagnostic or repair work.

Continued on page 28

2.5 PETROL INJECTION SYSTEM (early cars)



2.5 PETROL INJECTION SYSTEM (later cars)



Fuels and Horses

A final note before we come to faults and fixes. The fuel metering distributor/control unit can be repaired, but it requires great knowledge, expertise and the right calibration equipment. That's why you'll find we suggest you replace it with a new one. In realistic terms it doesn't make economic sense to attempt rectification yourself - this is a task for the experts.

Engine will not start!

If the engine fails to start, your first course of action is to switch on the ignition and check that the fuel pump motor is running. You should be able to hear it, but if not, locate the pump and feel the casing to see if it is vibrating. If you find the fuel pump isn't working, take the following steps...

Fuel Pump

It is possible to check the pump and motor in situ. This is done by removing the in-line connectors at the motor and connecting a voltmeter to the supply side of these cables.

With the ignition switched on, a reading of 12V should be shown. No reading indicates a faulty supply current.

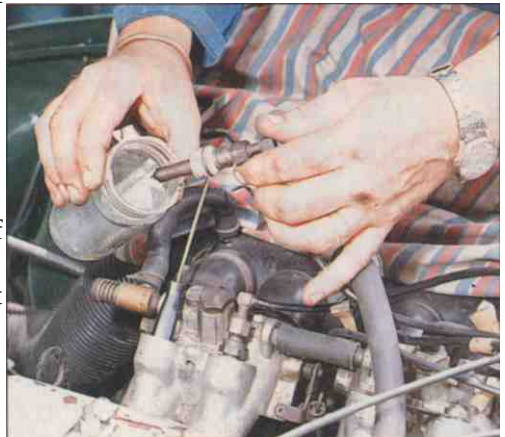
With the ignition switched off, connect an ammeter lead to one of the cables, and attach the other lead to the in-line connector. With the ignition on a reading of approximately 4 amps should be indicated. If no reading is indicated the unit should be removed from the car for an internal inspection.

When dismantling the pump, special care is needed to avoid foreign matter from becoming attracted to the yoke as a result of the field magnets. Also, during removal or replacement make sure the armature doesn't snap against the said magnets and cause damage to them.

To dismantle the pump, first remove the yoke fixing screws. Withdraw the yoke and armature for about .5in., at which point the two brushes will drop clear of the



Pressure regulators eventually wear out. When they do, the only cure is to fit a new one or have it repaired by a specialist.



Spray patterns are an excellent way of checking the condition of your injection system. Look for a conical-shaped fine mist.

commutator. Push the brushes back into their respective boxes to allow the circlip fitted to the armature shaft to clear the brushes, and then completely withdraw the yoke and armature.

Finally, undo and remove the six bolts which secure the pump element to the motor.

If new brushes are needed, pull the flexible part of the worm brush away and solder a new one into the same position.

Should the brushes be in perfect health, move on to the armature. Here, you need to check for short circuits in the windings. Also, check the armature insulation for any cracks, using a mains test lamp between each commutator bar and shaft.

It is possible to skim the commutator if it has become worn, although this is something of a delicate operation.

For the pump element and drive coupling, the only course of action is a visual inspection. If you discover any wear a new element is needed.

Fortunately, the rubber seal which fits between the pump and motor can be replaced. Wear is apparent when discharges of petrol are found on the small drain pipe on the pump body casting.

To check for wear of the seal, take the following steps:

1. Connect the pump inlet to a paraffin supply.
2. Connect a pipe to the pump outlet connection and immerse the other end in paraffin.
3. Connect the motor cables to a 12V DC supply.
4. With the pump running and held above the paraffin supply check for a continuous supply of bubbles. If these are present, the seal is defective and will need changing.

Finally, when re-assembling the pump, care is needed to prevent the armature shaft damaging the large rubber petrol seal when it passes through the base of the pump body.

Do yourself a favour and smear the seal in a suitable grease, and also fit a protective cover to the end of the shaft.

Make sure the assembly marks are aligned when the yoke is fitted to the casting - failure to do so will result in reverse rotation.

Before the pump is refitted, the end float setting will need to be adjusted. This is achieved by slackening the end float adjuster lock nut and screwing in the adjuster until slight resistance is felt. Incidentally, the yoke should be vertical while adjustments are made. Screw the adjuster back a quarter of a turn to give the correct end float of 0.1016- 0.254mm (0.004-0.010in.).

If the pump is functioning, the fault lies elsewhere in the system. The next items to be eliminated from your investigation are the injector feed lines.

Continued on page 22

Fuels and Horses

Feed Lines

To check the feed lines, disconnect one of the low tension cable connections at the coil in the fuel pump. Switch the ignition on, and gripping each feed line in turn, crank the engine. You should be able to feel the line pulse as fuel is fed through. If you can feel a pulse (so to speak) in each line, it's unlikely that the fuel injection system is the cause of engine failure. Make sure that the feed line you are feeling is kept separate from the rest to avoid misleading reflected pulses.

If the pulses seem weak, the fault could lie with the injector. These often stick open on older systems, but this fault can be cured by connecting the injector to an air supply running at 80lb/sq.in. pressure. If the injector remains stuck after this, a new one will need to be fitted.

A good visual check can be made by removing an injector from the manifold with the engine running. Have an empty jar ready to collect the petrol vapour. Place the injector in the jar and examine the flow of fuel. It should be steady and consistent, appearing like a fine mist. If the fuel is leaving the injector in erratic spurts, a blow through with an air line will be required.

If after gripping all the feed lines in turn no pulsing has been felt, the fault is likely to lie with the metering distribution unit, a broken drive coupling might be the cause.

Submitted by Roger McCowan

TCCV Member #8

Locations of Club Permit Officers

To assist members needing to renew their Club Permits and get them signed, Club Permit Officers (CPOs) are located across the metropolitan area. The table below shows the CPOs and their respective suburbs. Their contact details are on page 32.

<i>Name</i>	<i>Role</i>	<i>Location</i>
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

Members Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 24).

Club Membership

As at 31st December, our total membership was 236, which includes new members who joined during the November and December:

James Bolton	TR6
Daniel Boyle	2000 Mk-II
Wayne Franklin	TR6
Joe Kleinitz	Stag
Bernie Minogue	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.

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.

Roger McCowan
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	Roger Makin	president@tccv.net	M: 0447 762 546
Vice President	Peter Welten	vice-president@tccv.net	M: 0409 511 002
Secretary	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	meetingadmin@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	clubfacilities@tccv.net	M: 0412 364 925
Committee Member	Andrew Richards	committee3@tccv.net	M: 0414 541 149
Past President	Helen Robinson	pastpres@tccv.net	M: 0439 554 199

Volunteer Positions

AOMC Delegates	Peter Welten, Terry Roche, Colin Jenkins	aomcdelegates@tccv.net	
Regalia Officer	Peter Byrnes	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
Collation Co-ordinator	Brian Churchill	collation@tccv.net	M: 0488 168 246
Events Co-ordinators	Peter Welten	events@tccv.net	M: 0409 511 002
	Graeme Oxley		M: 0413 135 779
Triumph Trading	John and Fay Seeley	trading@tccv.net	M: 0491 107 869
Membership Secretary	Roger McCowan	membership@tccv.net	M: 0439 711 381
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Photo Master	Alan Andrews	photos@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546
Editor Assistant	Fran Madigan		M: 0403 133 063
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381
Advertising Officer	Terry Sully	advertising@tccv.net	M: 0418 995 372

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

AUTO SURPLUS

- VETERAN VINTAGE -

AUTO PARTS

- CLASSIC MODERN -

QUALITY BRANDS AT COMPETITIVE PRICES

Brake & Clutch | Electrical & Ignition | Engine Bearings | Filters | Fuel & Oil Pumps
Gaskets & Seals | Pistons & Rings | Steering & Suspension | Timing | Valves | Water Pumps



Amx

BEST

Carter

CLOYES

JP

JP PISTONS

KING

MAZDA

MELING

COUNTY

Durapro

Sndurotec

GM

HASTINGS

PTZ

DUNLOP

BEAVER POWER

MAZDA

USMEV

www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.com.au

Ringwood Speedometer Service

Under New Management

Gary King

Automotive Instrument Technician

40 years experience, with
personal, friendly service

Local and interstate service for
sales and repairs for most makes
and models including:

- Speedos and Tachos
- Gauges and Tank Units
- In-shop Instrument diagnosis
- Cables made to sample



Tel: 03 9874-2260, Mob: 0422 122 124

E-mail: ringspeed693@gmail.com 693 Whitehorse Road, Mitcham, 3132, Victoria



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand what motoring enthusiasts want from their insurance, especially when it comes to Home & Contents insurance.

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.