February 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.

iPhone/iPad and mount not included.

$129 off* for Triumph Car Club members

Contact John Benson† to order. *RRP

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.

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

DAVIES, CRAIG PTY LTD

INNOVATION - QUALITY - RANGE

Member price: **$199.00** inc. GST + freight

**RRP = $328.90*

Compare that to the cost of replacing a destroyed tyre!

Each purchase earns money for the Club.

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.

TRIUMPH

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	5-7
Historic Winton	8
Centralising Your PDWA	9
Pick the Modification Winner	10
The Terribly British Day 2020	11-13
The Triumph TR250K	14-22

Club Services

Locations of Club Permit Officers	22
Members' Information	23
Triumphs on the Web	23
Event Photos	23
Club Contacts	24

Index to Advertisers

Auto Exhaust Supplies	13
Auto Surplus	IBC
Caulfield Jag Service	10
Davies Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC

*Past copies of **Triumph 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. Design and production of the **Triumph Trumpet**: Roger McCowan.*

For the Preservation of the Triumph Marque

Front Cover Photograph

This month's cover features the Club's first monthly meeting for eleven months! Held at Jell's Park, with members bringing their own food, refreshments, chairs and tables. Below, Andrew Richards is presented with the 2020 President's Award by President Roger Makin, on behalf of Past President Helen Robinson.

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.

February seems to have come around quickly, hard to believe it is cold and very wet, not the summers we are used to.

Before you ask, no my Stag will not be doing the Drive Your Triumph day next week! Poor Roger is so busy fixing things for our family businesses when they break that he does not have much time in his own garage. Not to mention the latest disaster – the soft top is not cooperating, not uncommon but infuriating. Anybody who has done one knows not to volunteer to do another!

Our oldest granddaughter started school this week; she has been telling us for months that our TV is too old – from the mouth of babes! Our Son and Daughter chipped in and told us to get a big flash TV for Christmas, Roger got a bargain but lost two days mounting it on the wall, fixing the old holes in the wall and making it all work! Another example of other things getting in the way of the Stag but a big improvement for our TV nights.

The January meeting in Jell's Park went well – good weather, good turnout, good company including four new members – that is another three Stags!

When this virus goes away we should definitely try to hire a big Oval and get all the Club Stags lined up for a spectacular photo shoot – over 100 Stags now!

Roger and I went to the new meeting venue to check it out and it looks really good, lots of parking, friendly staff, lovely private meeting room, food and drinks available and best of all they do the required cleaning up. The first 40 who book in (government rules) can tell us all about it next month.

Hope you enjoy reading the Magazine and don't forget to send us an article for next time.

Linda Makin

COPY DEADLINE for March Trumpet

Friday 26th February

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.

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. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

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. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

April 2021

21st TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

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

May 2021

19th TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

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.

June 2021

16th TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

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

This month my news is all about our return to regular monthly meetings as I want all members to be fully aware of the change of venue, meeting start time and number restrictions (imposed by current Covid legislation).

As previously advised it has become impractical to schedule future meetings at Murrumbeena (due to COVID Safe legislation and rules imposed by the owners of our previous venue).

Therefore we are moving our regular monthly meetings to **The Pavillion Room** at the **Manningham Club** in Bulleen. For some members this will mean a longer commute and for others a shorter journey. However both venues are on the same radius line from Melbourne GPO so this combined with the facilities offered was a deciding factor in selecting the new venue.

Current COVID legislation still means that we have to comply with number restrictions and various other tracing procedures therefore Please Read the following Very Carefully.

Meeting Date and Time

The third Wednesday of the month (17th February being the next meeting)

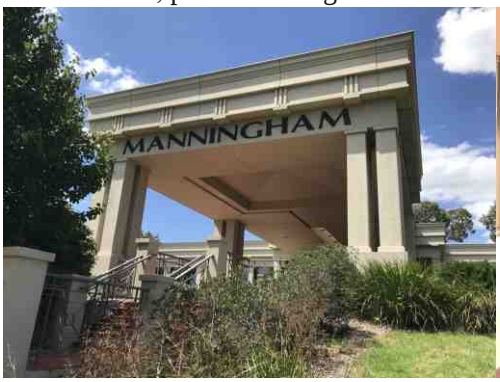
Meeting start time 7:30pm

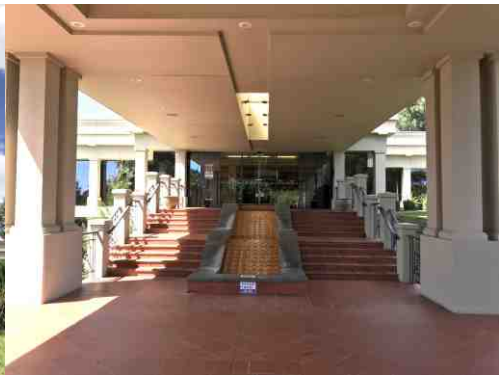
Location and Access

The Pavillion Room, The Manningham Club, 1 Thompsons Road, Bulleen. Ample off road parking is available on site. Entry via Thompsons or Bulleen Roads can be from either direction.

Roger's Road to Recovery

On arrival, proceed through the main entrance.





After checking-in at reception (advise Reception that you are a member of the TCCV), proceed through the Bistro area and into the Pavilion Room.

Numbers

Current COVID legislation restricts us to **40** members in the Pavillion Room.

However partners and guests may come in addition to the 40 attending the meeting and enjoy a meal and then socialise in the main entertainment area.

If legislation relaxes these restrictions we will be able to have more members attend.

Meals

Bistro meals are available for those wishing to participate, from 6pm onwards. A menu is available on the TCCV Website for your information. Seniors: remember to bring your Seniors Card to take benefit of the Seniors Menu.

Registering Your Attendance on the TCCV Website

Attendance at the meeting will be restricted to the first 40 members who register on the TCCV Events website. The attendance register has been modified to allow for the number of people attending the actual meeting and if they intend having a meal before the meeting. For example if you are intending to go to the meeting you would put 1 in the attendance column (or 2 if your partner is attending the meeting). If you are intending to have a meal prior to the meeting you would put 1 (or 2 for partner) in that column. If however you are attending the meeting but your partner is not but you are both intending to have a meal prior you would put 1 in the meeting attendance column and 2 in the meal column.

Registrations will cut off at 12 noon on the day of the meeting and we must then provide the Manningham Club with this list that they will use to check you in at reception to avoid individual contact tracing requirements.

There will obviously be more than 40 members wishing to register so if your situation changes and you cannot attend PLEASE delete your name so another member can attend.

Once again this registration procedure is required by current COVID Legislation.

COVID SAFE Requirements

Masks must be worn inside Public Venues at the time of going to print however this may change prior to the meeting. Regardless you MUST carry a mask with you. We will keep you informed by Trumpet1 updates as we know more.

All other COVID SAFE requirements such as sanitisers and cleaning will be provided by the Manningham Club.

I look forward to seeing at least 40 of you on the 17th February.

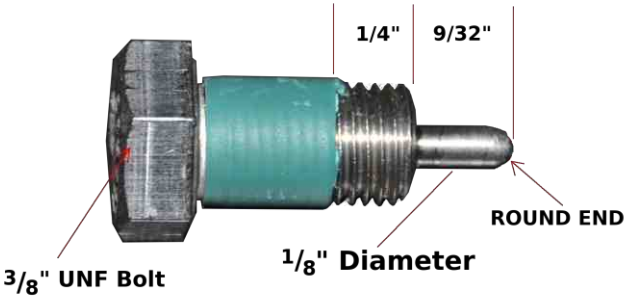
Roger Makin

Proudly presented by
The Austin Seven Club in association with the HMRAV
44th
HISTORIC
WINTON
29th & 30th May 2021
www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria
BENALLA
RURAL CITY
The Austin Seven CLUB
PENRITE
Austin Seven Club Inc.A0003290N | Photo: Andrew Day

Pressure Differential Warning Actuator for Triumph Brakes

I tried every other suggestion before doing this and could not get the slide to centralise but this method was quick and worked first time.

First of all machine a ⅜" UNF bolt as per the diagram below - I chose a Stainless steel set screw 1" long and put a piece of Heat-shrink tube to mark the ¼" you need to screw the bolt into the PDWA. Be sure to round the end of the reduced section to ensure it fits into the slide of the PDWA - you can also get these measurements off your PDWA switch by removing it.



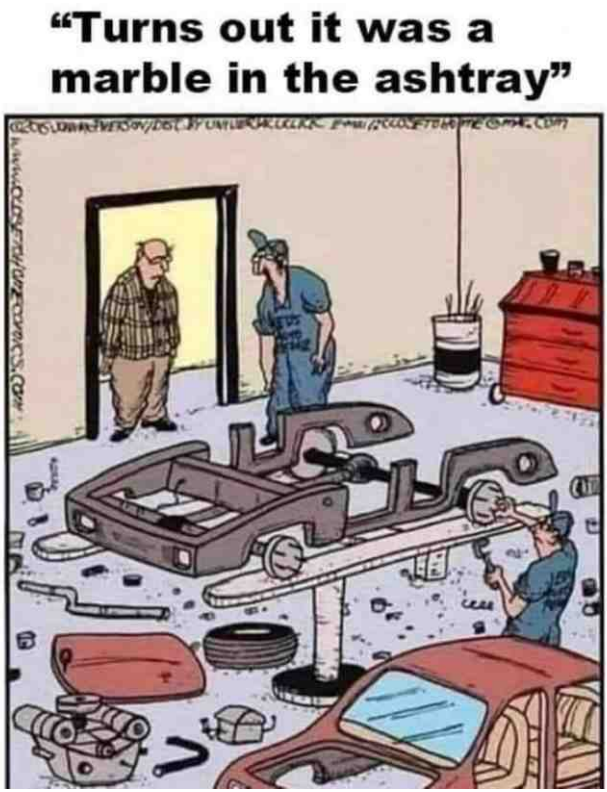
Next disconnect wire and remove the PDWA switch and centralise the PDWA slide — in my case this was easy by using a small screwdriver through the switch hole —— sometimes it may be necessary to do so from the ends of the PDWA body.

After centralising the slide insert the machined bolt into the switch hole being careful not to over tighten — this locks the slide in the central position. Then bleed brakes normally.

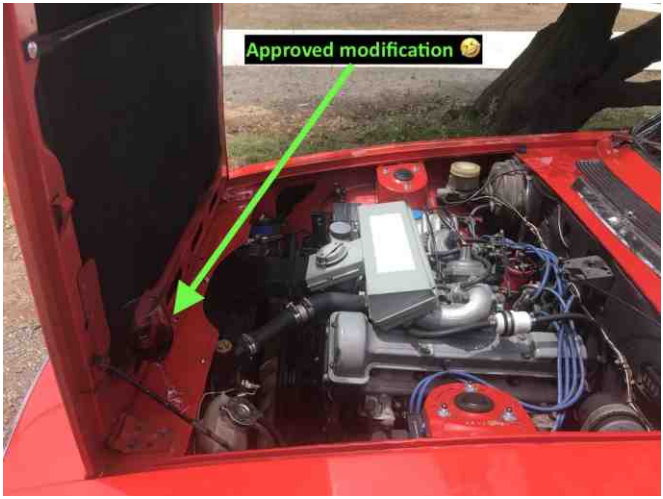
Finally remove bolt, replace Switch and reconnect wire.

Hope this assists.

Roger Makin
TCCV member #861



Pick the Modification Winner



As stated last month 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 and asked members to see if they could also see it. The first correct answer was received from Don McLean, TCCV member #946, who has won a bottle of Red Wine (donated by me) for spotting the glass of red wine in the photograph. Well done Don!

Roger Makin

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

The 45th Terribly British Day, held in the Queanbeyan Park, was again a huge success, with a large crowd enjoying the first car and bike show to held since the COVID 19 virus interrupted our lives.

The event team had an approved Service NSW COVID19 plan in place, QR codes, sign in sheets and hand sanitizer around the venue.

The Morris Minor low light and the Nose of the Big Bentley

The rain the night before didn't create any problems for the venue, although the unusually cooler weather and gusty winds made things a bit fresh during the day (Terribly British).

About 230 cars, 30 motorcycles and one tractor, were on display around stunning Queanbeyan Park, later in the afternoon a cricket game kicked off in Brad Haddon Oval, again very British Sunday indeed.

Phil Turner with very neat TR3A

The best of British vehicles arrived from the Sapphire coast, Southern Highlands, Bathurst & Orange, Cooma, Sydney, Wagga Wagga, Riverina, South Coast, Hunter Valley and the wider Canberra Region.

The Special guest on the day, Victor the Viking Canberra Raiders Mascot, enjoyed strolling through the many marques on display. Victor does like solid English stuff,

The very superior Brough Superior

just like the English Canberra Raiders Rugby League contingent.

Victor and Councillor Trudy Taylor of Queanbeyan Palerang Regional Council, were picked up and chauffeured to event in David Whittem's beautiful Alvis convertible.

The roving microphone spoke to many visitors enjoying the day, notably Alan Webber, father of Queanbeyan Formula 1 legend Mark Webber, he spoke of the time he had a BMC dealership in the area, and of Mark's time driving for the Jaguar F1 team.

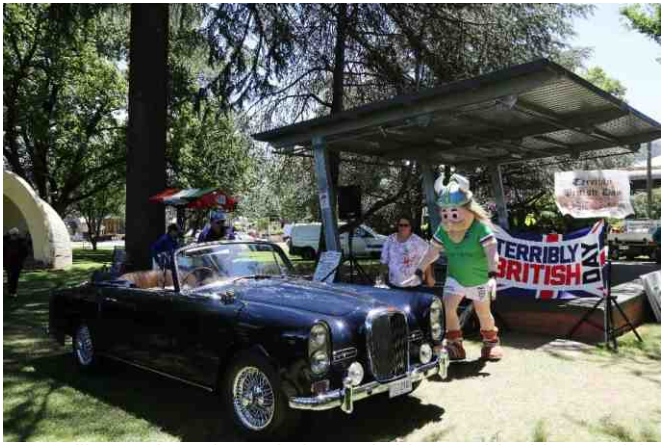
The winners on the day were:

Ladies Choice Phil and Maz Turner's Triumph TR3A from Jindabyne. Selected by Trudy Taylor.

Gentleman's Choice Stuart Storey's Morris Minor side valve low light from Canberra, selected by Mick Gentleman MLA for the ACT. It's a coincidence that the gentleman's choice was picked by M.G.

Biker's Choice Peter Davey's Brough Superior from Canberra. Selected by the Shannons Insurance team.

The very popular Morgan 3 wheeler doing a lap round the oval



Councillor Trudy Taylor and Victor admiring David Whittems Alvis

Some of the fine MGs on display

Personality Choice Ian Kenny's huge 1928 Bentley from Burra. Selected by Victor the Viking.

ACT MG club won the **Club of the day** title with a very good display of old and new vehicles. Selected by the team of the charity of the day, Respite Care for Queanbeyan.

Some of the host club Triumphs, enjoying the day out

Another great day out for the best of British vehicles, the organisers the Triumph Club of the ACT, thank all those who attended, and supported the event, mainly Shannons Insurance, the Queanbeyan Palerang Regional Council, National Mailing & Marketing in Hume ACT, Repco Fyshwick, Andrew Mclean from the Jaguar club for the sound/PA system and Max Blyton photographer from the Triumph Car Club ACT, of course my wife Ruth for her ongoing support.

Horst Kirchner
Member of Triumph Car Club of the ACT, December 2020

AUTO EXHAUST SUPPLIES

Owner:
Jonathan Ignatidis

Incorporating
Automotive Service Centre

736 Heidelberg Road
Alphington, VIC 3078

(03) 9499 6475

info@automotiveservicecentre.com.au

Photography Credits: Bill Warner

The American Concept That Might Have Saved the British Auto Industry

Story by Peter Brock • Photography as Credited

Back in the golden era of SCCA "amateur" racing, before the rise and demise of the club's money-laden Can-Am and Trans-Am series, there was little professional road racing in America. In spite of the fact that club events were supposed to be about sport and not money, there was in fact some real factory-backed competition among those few manufacturers who profited from the realization that success on the race track was an important marketing tool for the sale of their cars.

Production-class race cars were just that, with the emphasis on "production," so the fans could believe that what they were watching on the track was very close to what was sold on the showroom floor. Little visual modification was permitted to the production bodies, but almost anything was legal under the hood, provided it was modified using the car's actual production components with no metal added.

Photography Credits: Peter Brock

The big money in those days was in C-Production, that crucible of performance where the faster sports cars from the industry's biggest names fought it out to the

limit of the rules. Leyland-Triumph, Porsche, Datsun and even Toyota were the main participants.

With the obvious advantage favouring those teams with the fastest, best-engineered cars, the directors of motorsports for each marque involved were all wisely looking far ahead to make sure they'd have the raw equipment to succeed whenever the opposition upped the ante with the introduction of a new model.

Perhaps the most visionary leader of that early tumultuous period was Triumph's R.W."Kas" Kastner. His carefully developed Triumphs had dominated the SCCA's Production classes for years, but by the late '60s he could see that manufacturers in Japan and Germany were improving their offerings at a faster rate than his slower-moving, conservative English masters. He decided he wasn't going to get left behind.

Photography Credits: Peter Brock

Photography Credits: Peter Brock

Because of the sheer size of the United States, the SCCA had wisely divided the country into regions, making it more practical for privateers who didn't have the budgets to travel long distances to earn points for their regional class championships. The goal for all these top amateurs was, of course, to win one of the SCCA's national championships.

The Gamble

This is where manufacturer support became crucial. To increase their chances of qualifying for, and then winning the SCCA's coveted National Championship Runoffs held at the end of every season, each of these manufacturers— with the exception of Toyota, which had only a single two-car team with Shelby—quietly backed a couple of favoured multicar programs. In addition to being responsible for representing the factories on track, each of these fully funded racing programs was also responsible for developing the tuning expertise to modify their cars and also make available those rules-approved, limited-production racing components that could be sold to privateers.

Triumph sponsored two teams, using tuning guru Kastner on the West Coast while Bob Tullius's Group 44 Inc. reigned supreme on the East Coast. Datsun's forces were similarly aligned with Brock Racing Enterprises in California and Bob Sharp Racing in Connecticut.

The Triumph TR250K

Porsche, always serious about winning the Runoffs, fielded three teams. Al Holbert's team covered the East Coast with Alan Johnson's San Diego-based squad on the West Coast. Owner/driver Bob Hindson ran his similar two-car effort out of Kansas City.

With the top three regional points-winning cars in each class from each region qualified for the Nationals, the C-Production grid at the season finale was about as close to real professional racing as anything in the day. Since each of these powerful teams could be expected to qualify both of their cars in each of their respective regions, it didn't leave much room near the front of the Runoffs grid for the true privateers.

With four Triumphs, four Datsuns, six Porsches—each with one of the best "amateur" drivers in the country at the wheel—the C-Production shootout at Road Atlanta was some of the best racing ever seen in America. It wasn't unusual to have the first six or eight cars all within a second in final qualifying. These manufacturers were spending more money at that time in C-Production than nearly any other type of racing in America; it was indeed the SCCA's golden era.

Triumph's Kastner realized that if his super-conservative management in England didn't soon come up with something new and better to fight off his increasingly quicker German and Japanese competition, he'd soon be shut out of the running. Worse yet, Triumph sales would probably fall off so badly that the English firm could go broke.

Kastner's carefully developed modifications to Triumph's aging TR-series chassis had an excellent record in competition. The Triumphs were still very competitive on most of America's shorter circuits, but at places like Road Atlanta, Riverside and Road America, low frontal area and good aero were becoming increasingly important. The ever-improving Japanese and German imports were getting faster, while the TRs were hitting the aerodynamic wall of resistance.

The Anti-Triumph

On his numerous trips to New York and England, Kastner had met with Leyland-Triumph's management, trying to educate them as to what would be needed in the coming years to maintain superiority. The American office, being close to the front lines, understood completely and backed Kastner's ideas, but the company's long-range financial decisions were made in the U.K. The home office was reluctant to listen.

There was little support for Kastner and his ideas. Perhaps it was the financial stress of poor sales in the U.K., or maybe they simply didn't want an American racer meddling in their future plans. Whatever the reasons, the British execs seemed either clueless or focused on far greater internal problems to solve their dilemma.

Over time, Kastner realized that the only way to resolve his immediate problem in America was to take matters into his own hands and build a racing concept that would demonstrate what could be done to modernize the aging TRs for relatively little investment.

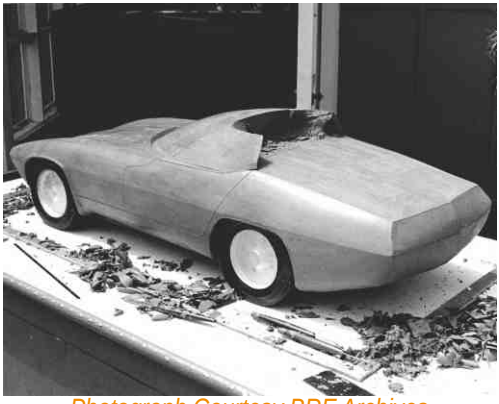
The British office patiently explained to Kastner that they were looking several years ahead to a "totally all-new" Triumph to solve his problem, but he countered by saying that their plan wasn't going to solve his (and Triumph's) pressing sales problem in America, and their long-range approach would cost far more than his in-hand solution. He reiterated that Triumph needed a potential sales winner now—a new production model with modern styling that would appeal to the American market, Leyland-Triumph's biggest. This new car would also, most importantly, put Triumph back on top in SCCA racing.

Since Kastner and I had fielded rival factory-backed teams for several years, we knew that the best long-term solution for both of us would be to have equal cars. If Triumph stayed with their square-rigged cars much longer, Kastner was pretty certain his company would go broke. He was convinced that a new, aero-efficient shape mounted on a slightly upgraded TR chassis was both the answer to Triumph's sagging sales figures in the U.S. and his problems on the race track. What made his new body-only solution so logical was that it would go into production much more quickly (and cost Leyland-Triumph far less). The other plan required designing, engineering and building a whole new car with essentially unproven components.

The "K-Car" Solution

Kastner and I came up with a plan to build a prototype that would be both a show car and a fast production race car—something easily capable of matching the best from Japan and Germany in sales and on the race track. My initial concept was a radically shaped coupe that would take advantage of the aero sleekness of an enclosed form.

It was similar in concept to the Daytona Coupe that I had recently designed for Carroll Shelby's aero-resistant Cobra roadster. That body change alone had resulted in a 30-mph increase in top speed for the Cobra and a 25-percent savings in fuel at racing speeds. Looking at my drawings and clay model, Kastner was certain that we had a winner. The TR250's independent-rear-suspension would be mated to Triumph's new 2.5-liter six-cylinder to form the foundation of the new car.



Photograph Courtesy BRE Archives

With some of my sketches for the new "K-car" in hand—the name obviously a take on Kastner's name—plus a quickly typed formal proposal outlining the bold plan to race this concept-production car at Sebring in 1968 against the all-dominant 911 Porsches, Kastner headed for England to sell his idea to Leyland-Triumph's top management.

The Triumph TR250K

With the K-car being a one-off special, Kastner knew it couldn't technically qualify at Sebring as a real production car. Several hundred would have to be built for it to be homologated by the FIA as a genuine production model—but the concept was envisioned as a real production car, with all the road-going accoutrements required of a series-produced model.

Even though our new K-car would be required to race as a prototype because of the FIA regulations, Kastner was certain that if it could win against the production Porsches, the American public's reaction to the modern shape and expected performance at Sebring would go a long way toward finally selling the concept to management in the U.K. It was a daring plan, but without some drastic change, Kastner felt that Triumph was doomed.

Disappointingly, the U.K. office was reluctant to get behind the project. On his return through New York, Kastner again stopped by Triumph's U.S. office and fortuitously was able to squeeze a promise of some meager funds from management. They backed his plan, believing it to be Triumph's only hope of survival. Had they not supported the idea, the car never would have been built.

The Compromise

When he arrived back in Los Angeles, Kastner took a bare, bone-stock TR250 chassis from Triumph's L.A. warehouse and delivered it to my BRE shop in El Segundo. By then, we both realized some serious changes would be required if we were going to complete our dream in time for Sebring. Delays in getting the start-up funds from the U.S. office, plus the ever-dwindling timeline, caused the two of us to rethink our strategy.

To save both time and money, we decided to reconfigure the K-car as a roadster. The disadvantage would be in reduced aero efficiency. Some top speed and fuel efficiency, but a lighter, less complex roadster would be faster and simpler, and thus less expensive to construct. In the end, the lighter weight, resulting in increased corner exit speed, would hopefully counteract any loss in top speed.

I spent some long hours cutting down my clay model of the coupe to size while trying to make the new shape as elegant and aero-efficient as possible. It seemed logical to raise the height of the rear deck as much as possible so that air flowing over the windscreen wouldn't separate and create turbulent drag.

To further offset that possibility, an adjustable spoiler was designed into the rear deck. It would force the flow of air higher and also create some downforce for improved traction at higher speeds. At the time, the raised rear deck made the car look heavier than other production roadsters of the era, but almost every open car today uses the same aerodynamic principle.

Another aesthetic, practical and financial problem in completing our prototype in time for Sebring was the windscreen. A tall, rather flat, conventional-style windscreen from an existing production car—almost mandatory to prove our point—would keep the

cost down but make our new roadster's frontal area larger than desired. We had to keep the height to make the concept credible, however. The roadster wasn't exactly what either of us wanted, but it still seemed a viable, aero-efficient solution. And, most importantly, it could be built in time—just barely.

Using my experience from building the World Championship-winning Daytona Cobra, the Triumph redo went beyond the outer skin. First, we moved the six-cylinder engine rearward by 9.5 inches. That went a long way toward putting more weight on the rear wheels to improve traction.

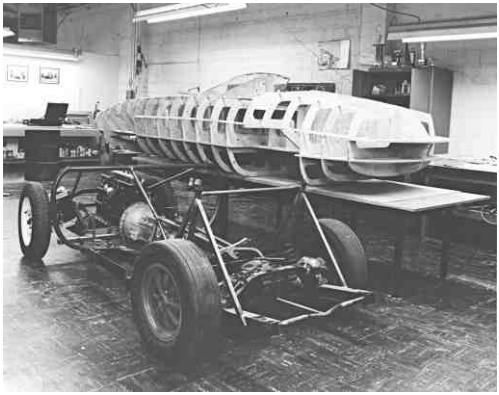
Photograph Courtesy BRE Archives

I then designed a lightweight, tubular space frame that we would weld to the existing chassis. This subframe would support the cowl, doors, instrument panel and windscreen frame. The main advantage of the space frame was that it torsionally stiffened the stock chassis, which then provided a better foundation for Kastner's proven suspension components.

Once the quarter-scale clay model was completed, scale cross-sectional drawings were made approximately every 12 to 16 inches along the entire length of the model. These "station points" were transferred onto separate vellum sheets and then enlarged to full scale by simply using an old classroom projector.

By enlarging these scale cross sections and then manually transferring those lines onto large sheets of butcher paper that were stapled to sheets of 3/8-inch plywood, the patterns for each station could be cut out with a jigsaw. These cross sections then could be sawed in half down their centrelines, then attached to either side of the main centreline template.

When completed, this wooden "buck" resembled something like a large ice-cube tray, except that it now clearly defined the new body lines. Areas representing the wheel wells were cut out, and longitudinal stringers were added to clarify the K-car's shape.



Photograph Courtesy BRE Archives

Don Borth and Red Rose, a couple friends who I'd worked with at Shelby's, now had their own shop in nearby Torrance. They were two of the best body fabricators in the nation, so I brought them

in for the next step. Borth and Rose used their giant Yoder power hammer to form the car's numerous alloy panels, fitting and then clamping them carefully over the wooden buck. Their ancient Yoder hammer originally had been purchased as war surplus at the end of World War II, when it and dozens like it had been used to help form the skins for thousands of aircraft in Southern California's teeming aircraft industry.

While the body was being built in Torrance, the actual chassis was being finished in El Segundo at BRE. My ace fabricator, George Boskoff, was responsible for welding up the tubular subframe and attaching it to the chassis. He also carefully handcrafted the car's beautiful headers and exhaust, plus the three-Weber, dual-choke intake manifold and, of course, the complex windscreen support from sheet steel.

Once the built-up chassis was completed, Kastner installed a dummy engine and transmission to fit the manifolds and plumbing. He then added his own special suspension components: higher-rated springs, Koni shocks and stiffer anti-roll bars —parts based on experience gained during previous seasons with the TR chassis.

The actual race engine was carefully assembled from mostly production components and dynoed in Kastner's shop. With only 111 horsepower in stock form, the K-car's new engine would need lots more power to do battle with the works-built 911 Porsches.

Kastner had considered using a six-port Lucas fuel-injection system from the latest European-market TR6 but, thought it wiser to go with the three proven Webers fitted on the BRE manifold. The cylinder head was also ported, polished and relieved to use slightly larger valves. In addition to a 0.030-inch overbore, the compression was raised to 11.6:1 thanks to Kastner's own pistons. Kastner also spec'ed his own camshaft and special matching valve gear. Output was increased by 91 horsepower, nearly doubling the stock figure.

Everything behind the block remained standard, but a 3.7:1 ring and pinion was installed to improve acceleration. With the Triumph's stock, electrically engaged overdrive transmission essentially providing eight forward speeds, a top speed of nearly 160 mph easily was possible. Kastner replaced the stock Triumph brakes with lighter, more powerful Airheart discs.

Once the chassis was completed at BRE, the alloy body panels could then be hung on it by Borth and Rose. Unlike a real production car, both the front and rear sections were designed as easily removable components for fast servicing. Half-inch-diameter Pip Pins were used front and rear as quick-release pivots. Even the doors were attached in the same manner but with smaller pins, so the entire body could be stripped in minutes.

The new structural rocker panels each carried a 14-gallon fuel cell. This improved the car's already low center of gravity without shifting any weight as the tanks emptied.

We didn't have the time or funds to make our own wheels, but I knew of some leftover, 6.5-inch-wide magnesium Halibrands that had been made for one of Jim Hall's Chaparral MK1s. These were purchased for a reasonable price and remachined to fit the

Triumph hubs. Firestone rubber—then a big name in racing—was fitted all around.

The cost of a real glass windscreen, always an expensive item for any prototype was solved by using a spare one built from an earlier project I had done for a Japanese company. I had several made and pulled one from storage; Boskoff then formed the K-car's lovely windscreen surround.

Since the TR250K was officially entered at Sebring as a Group 6 FIA Prototype, it could have run legally with a simple cut-down plastic racing screen just in front of the driver, which would have been much lighter and reduced the car's frontal area. However, since the point of this whole exercise was to demonstrate the K-car as a "production" vehicle, we wanted that full-size piece of glass and convertible top as required by the rules.

Photograph Courtesy BRE Archives

The Race

Kastner chose America's top two Triumph racers of the period, Jim Dittemore and Bob Tullius, to drive at Sebring. Their speed in the new car during practice and the race was impressive. There had been zero time for testing and development, but it didn't matter; the car was instantly and comfortably on pace with the Porsches. The whole effort had been done on a shoestring, but that's all Kastner had to work with.

During the race, Dittemore easily outdistanced the Porsches that led for the first 3 hours. That comfortable lead vanished in an instant when one of the remachined mag wheels failed, taking the brake calliper with it. With no spares available, there was no choice but to withdraw.

The End

The failure had nothing to do with the design of the car or its preparation. Had the wheel not failed, the Triumph easily could have won. However, despite the good response from the American automotive media, our Triumph prototype still failed to generate any noticeable response from the home office in England.

That indifference was possibly on purpose, as officially recognizing the TR250K's design could have created a liability for Standard-Triumph. Their "all-new" TR7, when it finally appeared in the fall of 1974, was most definitely influenced by Kastner's K-car. Publicly admitting the copy, even if it was badly done, could have left them open for a claim of violating intellectual property rights.

British Leyland's main mistake was going to the all-new chassis for the TR7; the track-to-wheelbase proportions simply didn't match the elegance or the performance of the original. The bungled design and its late appearance might well have been one of

The Triumph TR250K

the reasons for British Leyland's 1975 announcement that they were bankrupt, a sad point for the giant that had once produced 40 percent of England's cars. The skid would continue with the Triumph nameplate basically disappearing a few short years later.

*Article sourced from https://classicmotorsports.com/articles/triumph-tr250k-american-concept-might-have-saved-b/ *

Submitted by:

Alan Andrews
TCCV member #572

From left to right: Peter Brock, Jim Coan, Kas Kastner, Jim Dittermore, Bob Avery, Ed Freudenberg. Photograph Courtesy BRE Archives

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.

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

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 January, our total membership was 244, which includes 8 new members who joined during the month:

Sandro Accetta	Stag
John Barrand	Stag
Eric Bishop	Vitesse & Spitfire MkII
Paul Eaton	Stag
David Harden	TR4
Jerome Maller	Stag
Eric McLean	TR6
Phil Williams	2500TC

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.

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

ACL · Airtex · Best Gasket · Carter · Cloyes · JP Performance · JP Pistons · K&King · Mackay · Melling · County · Durapro · Enduratec · GMB · Hastings · PTZ · Rollmaster · Sealed Power · USMW

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

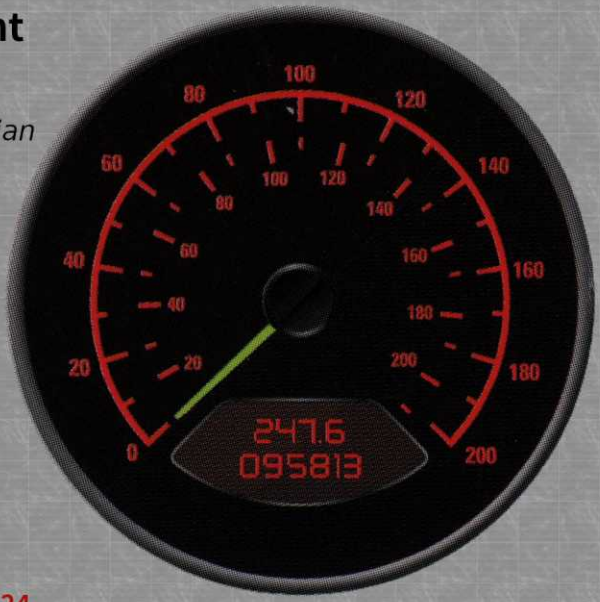
Ringwood Speedometer Service

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

"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."

Shannons insurance is for motoring enthusiasts just like you, with features like:

■ Choice of repairer ■ Agreed value ■ Multi-Vehicle & Multi-Policy discounts ■ Limited Use & Club Plate cover ■ Laid up cover ■ One excess free windscreen claim per year ■ Total Loss Salvage options ■ Home Contents Insurance including $10,000 enthusiast cover for your collectables & tools ■ Towing & storage costs as a result of loss or damage ■ Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.

SHANNONS

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. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.