



March 2021

The Trumpet

The Triumph Car Club
of Victoria Magazine



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



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

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

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Life Members:

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

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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

On the cover this month is Carl Orsini's Standard Flying 10 at the Drive Your Triumph Day. Another rare Triumph shown here also at the DYT D was Keith Atherton's TR4 Dove.



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Please note: The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

At last Roger and his tireless band of TCCV helpers have my Stag to the stage it is drivable and once Laurie, Graeme and Roger finish putting the soft top fabric on the frame I will be able to go out in Melbourne's unpredictable weather.

Many of you will have heard of South Australia's BAY to BIRDWOOD Rally. We went on the very first one held in 1980 in our 1927 Vauxhall (our first ground-up restoration).

This year the attendance figures for the Bay to Birdwood are restricted to 1,400 vehicles due to Covid legislation, however we managed to get in early and reserve an entry. The event is on Sunday 26th September and I believe there are still some entries available. It would be great to have some other Triumph enthusiasts to join us on what we can guarantee is a memorable day. To enter simply go to baytobirwood.com.au and press the enter button. If we get a few to attend I am sure we can contact the Adelaide Triumph members and organise a couple of get togethers/outings while we are there. Please let me know if you enter.

Hope you enjoy reading the Magazine and don't forget to send us an article for next time. Last month's cover photography was taken by Anne Gibson which was greatly appreciated and we would encourage other members to submit Portrait orientated photographs in high resolution format for future covers.



Linda Makin

COPY DEADLINE for April Trumpet

Friday 2nd April

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.

March 2021

17th TCCV – General Meeting.

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

28th TCCV – Jay Leno's Garage.

10:00am to 12:00pm. Location is 4 Halsey Road, Airport West. Please register online by Monday 22nd March.

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.

July 2021

11th TCCV – Christmas in July Lunch. Join the group and travel for a "Christmas in July" lunch. Venue: Titanic Theatre Restaurant & Bar, 1 Nelson Place, Williamstown.

21st TCCV – General Meeting.

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

August 2021

18th TCCV – General Meeting.

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

September 2021

15th 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.

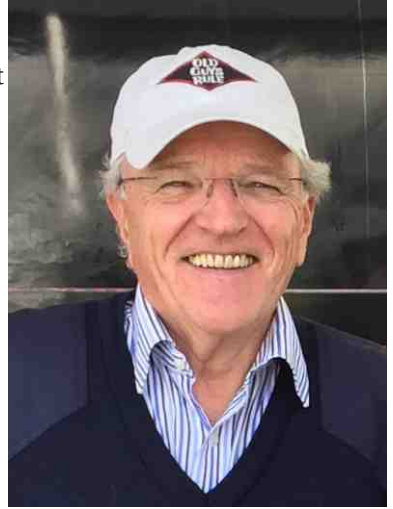
Last month my news was “all about our return to regular monthly meetings as I want all members to be fully aware of the change of venue, meeting start time and number restrictions (imposed by current COVID legislation). Well that was quickly cancelled by a man called Dan (who I have been told due to political correctness I am not allowed to call Dictator or Chairman Dan).

We are now planning to proceed with our next meeting on Wednesday 17th March at our new venue the **PAVILLION ROOM at THE MANNINGHAM CLUB**, 1 Thompsons Road, Bulleen.

Current COVID legislation still means that we have to comply with number restrictions and various other tracing procedures therefore **please read the detailed information given in the February edition of *The Trumpet*.**

Please note the meeting start time is 7:30pm

Location and access is fully detailed in February's *The Trumpet*.



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.

As 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

Once again the necessity and details on how to register your intention to attend were detailed in the February TRUMPET and I would request that you familiarise yourself with those procedures by referring to the magazine.

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.

Continued next page

Roger's Road to Recovery

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

Mask wearing legislation varies more often than I care to count but please bring a mask so that if it is required you are prepared. All other COVID SAFE requirements such as sanitisers and cleaning will be provided by the Manningham Club.

It was great to see the turnout at the **Drive Your Triumph Day** on Wednesday 10th February and also hear about our north eastern friends also participating.

As I write this I have heard that our TCCV members are having an enjoyable and safe trip to Griffith on the combined event with the ACT club and we look forward to hearing all about it with accompanying photography on their return.

I look forward to seeing you at our upcoming meeting (well at least 40 of you at this time) on the 17th March.

Roger



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TCCV event at Jay Leno's Garage

Sunday 28th March 2021

Jay Leno's Garage has developed a wide range of car care products. If you ever watch his car show, you will understand how fussy he is. The products are available in Australia and are mostly sold online.

We have arranged a coffee morning to visit their warehouse and get involved in some practical demonstrations. These demonstrations are designed to help you use the products correctly. How the demonstrations run is up to us. We can have bench tests of cleaners, practical demos on a car or a combination.

On the day, we will be able to purchase product at a 20% discount. They will also give us an ongoing discount code for club members to use.

Sunday 28th March, 10:00am to 12:00pm

Location is 4 Halsey Road, Airport West.

They will arrange a coffee truck to drive by if we have sufficient numbers!

You can either bring your Triumph or daily driver, it does not matter. However TCCV members will gain an additional club point if they bring their Triumph.

Please register online by Monday 22nd March, so that coffee can be arranged.

If you have any queries, please contact me on 0417463110.

David Ferguson
Secretary TCCV

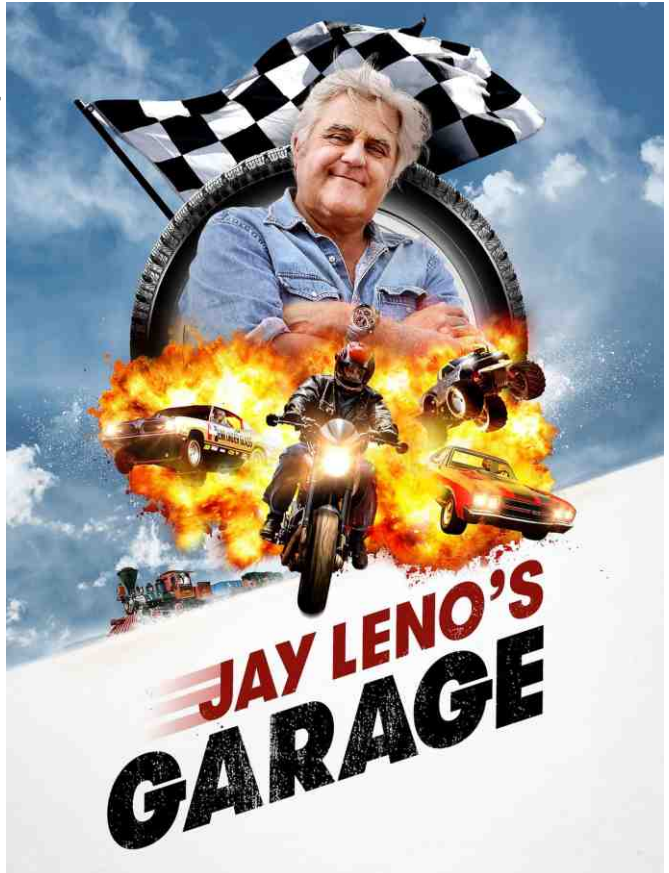


Image courtesy of IMDb and CNBC

Webmaster Report – March

The recent lockdown gave me an opportunity to revamp our website – no men's shed!

Our website divides monitor screens into four rectangles: top-left, top-right, bottom left and bottom right. You will not see any borders separating them, but the operation of the website makes them evident. The content in three does not change, and one does. The four sections are called *frames*; three *static* and one *dynamic*.

Top-left has the Club postal address and so on. Top-right has the website name. Bottom left has the vertical menu and bottom right changes depending which menu option is active.

The good news is websites structured using frames are reasonably straightforward to program and operate reliably. Also, there is a significant user knowledge base, accessible via the Internet, where “gurus” can answer programming questions.

The sorry news is: I am informed that Internet browsers (like Chrome, Safari, etc) being developed for tomorrow's computers, will not support frames. Don't ask me why as I have no idea. It may not happen soon, but these changes have a habit of sneaking up catching the unprepared by surprise. Future-proofing our website means a restructure, abandoning very useful frame programming methods, and that is what I've been spending my time doing.

For interested members, I'm using *inline frames* which do not define a fixed screen location, like frames, but act as holders of content at positions dictated by the parent webpage. Some may know that portals are purportedly the next best thing in website development, but unfortunately, popular browsers, like the one I use here at home, do not support them. So that was the end of that!

The main difference between the current and the new website is the menu. The new one is horizontal with dropdown submenus. The importance of that is that a parent



Triumph Car Club of Victoria



This Melbourne based Club formed in March 1983.
We invite owners of and those interested in Triumph cars to join us.

Club Meetings are held at 7.30pm on the 3rd Wednesday of each month, except December.
Marrimingham Hotel & Club, 1 Thompsons Road, Bullfinch.

Secretary: JCCV | J. Dick Services | Sydney Branch | Victoria 2016
Incorporated: 1988/12/19 | Headquarter: 17 February 2017

[Home](#) | [Events](#) | [February Magazine](#) | [Triumph Trading](#) | [Companies](#) | [CPS](#) | [About Us](#) | [Contact Us](#) | [Technical Pages](#) | [For Members Only](#)



2020 Events Random Selection

Want Information to Join? Click here

Congratulations: Welcome New Members : January

Sandro Accetta David Harden (TR4)	John Barnard (Stag) Jerome Muller (Stag)	Eric Bishop (Vitesse) Eric McLean (TR6) Number of new members = 9	James Bolton (TR6) Philip Williams (2500)	Paul Eaton (Stag)
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Featured Member's Car



Webmaster Report – March

webpage can be split into multiple topic-specific webpages, making them shorter and simpler.

For example, parent webpage *Members Only* has links to *Trumpets* in “toilet roll” and flipbook designs, meeting minutes, membership access via database searches and PDF format, cars database access, constitutional matters and AOMC events, to name just some. Hence *Members Only* is long making it difficult for some to find specific links.

Both websites display the same information; it is just accessed differently. My view is that the *inline frame* version is somewhat more intuitive.

Before the new website can be considered as a replacement for our current one, it needs to be tested thoroughly. Already a few members have “volunteered”. If any member would like to join them, contact me. The more the merrier.

I hope you will enjoy the new look and functionality of our website if and when it is launched.

Alan Andrews

TCCV Webmaster

TCCV member # 572

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The Australian Stag Register

[John Powell has taken on the task of establishing a Register of Triumph Stags in Australia ("The Register"). The Register is not an official part of the TCCV but his efforts and time are greatly appreciated by Stag owners. John has provided the following brief. Editor]

The Register is to gather as much information as I can to find out what Stags are out there and where they are located and the Commission/Compliance Plate numbers, Build and Body Plate numbers and engine numbers.

I started doing this three years ago with a few known Stags. Then I started searching on the Internet for anything that mentioned Triumph Stag (and photos) and started listing them one by one. Also going onto State Government Transport Websites to confirm that the Stag actually exists and hopefully obtain the Chassis number.

This is where some of the frustration came in:

- » Victoria listed Registration, Chassis and Engine numbers.
- » Queensland listed Registration and Chassis numbers.
- » NSW listed Registration and a truncated Chassis number (last 4 digits).
- » Tasmania listed Registration and Engine number only.
- » ACT, South Australia and Western Australia only listed Registration numbers.

By February 2019 I had about 700 Stags listed achieved by contacting owners via email and FB Messenger.

State Data

Then I decided to contact each State Transport Department by:

1. Email – only one State responded and stated “We cannot do that”
2. Letter – no responses at all.

It was then that a good friend of mine suggested that I apply through the Freedom of Information (FOI) or as some States call it Right to Information (RTI).

So, going on to each States Transport FOI site, they all stated something like that “You have the right to obtain Government Information providing it does not breach Privacy blah, blah, blah”.

Well I didn’t want any personal or contact information – just car details.

Each State wanted a small Fee for the Application which I paid. I recovered all this from donations by a lot of Stag owners and the Stag Owners Club SA.

Then within a few weeks I started getting data files (a Spreadsheet) from the States with nearly all supplying the important Chassis numbers plus lots of other data.

NSW supplied a whopping great list of 1,110 lines of data. But in actual fact there was only about 440 Stags BUT, they supplied historical data (old Registration numbers) going back the mid 1980s when computerization took over.

The Australian Stag Register

Victoria wanted an extra \$220 to pay someone to extract the data that I paid for and got about 150 currently registered Stags.

Queensland wanted an extra \$300 to pay someone to extract the data that I agreed to pay upon delivery of data. Then out of the blue, they supplied a huge list of about 480 currently registered Stags and waived the extra fee.

Western Australia supplied a list of about 140 currently registered Stags.

Tasmania supplied a list of about 50 Stags.

South Australia absolutely refused to give me anything other than “we have 15 Yellow, 20 White...”

Many of the listings from State Transport I already had but the important thing was the Chassis number and so the list of Stags grew to about 1,500 Stags.

Faults Stags WA

Late last year I was contacted by David Ryder a fellow Stag and other Triumph owner who had located some lists (some typed, some hand written) of Triumphs sold by Faults WA who were Triumph Dealers in Perth in the 1970's. David laboriously transcribed onto a spreadsheet and sent it to me. There was over 200 Stags listed, and some were already known but it listed important things like Chassis number, first Registration number and first owner (partly). This increased The Register to about 1,600 Stags.

Current Situation

From the many Stag owners that replied to me and supplied their car details (well most of them), we now have (as of 8th February 2021):

Fully Listed: 369

Named Owners, incomplete or no details: 85

Unknown Owner (Chassis Listed): 1,144

Exported from Aust.: 8

Total: 1,606

Survivor Rate

877 Registered Stags in Australia, out of 1,598 total Australian listed = 54.8 % have survived.

This is amazing as we believe that between 1,600 and 1,700 were imported to Australia (actual figures have been lost). To think that the Stag started off life with a bad reputation!

Is the Stag the Highest Classic Surviving Car in the World?

The Australian Stag Register

Many would argue about this as there are many low-production number cars that still survive in high numbers, however, figures obtained from the UK (Peter Robinson Stag Registrar of the Stag Owners Club UK (SOC UK) are about the same percentage as Australia. There was an article from a UK Website that the highest survivor was the Lotus Elan but this has been proven wrong.

The Register is an active document and takes up a lot time as I receive new information received daily from owners and Internet searches.

The Future

As I have said before, the Register is an active document and is constantly being updated. What I would really like is Stag owners to supply their details (thanks to those who have).

I cannot force owners to do this as it is purely voluntary. I do have a Privacy Policy where an owner would like to suppress some details such as their Name or Registration number and there are a few that I have done and respect their right.

I can see that the Survivor Rate will increase as owners come on line.

John Powell

TCCV member #944

0438 271 875

stagregister@outlook.com

Good Reason To Keep Up Our Hobby

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on old car parts " the man asked.

"Are you NUTS!" replied the homeless man. "I haven't played with old cars in twenty years!"

"Well said the man. I'm not going to give you the money. Instead I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and old cars."

10th February 2021

Corona Virus, 33 degrees, working day and DYTD. For this DYTD it was decided that we would run on the correct day, a very good decision. The turnout was very good. Next year the DYTD will be on a Thursday and I am planning on holding it at the Wallace Pub with the meeting place at the New BP Service Centre at Rockbank. Put it in your diaries. We had a good response from the TCCV, TSOA, TR Register and the Standard Triumph Club.

This years start point was Brandon Park Shopping Centre. I would like to thank Peter and Ann Welten with Brian Churchill for rechecking my planned route. Roadworks had caused some changes and the route was amended and all was well. Some did not get the revised start time so Peter delayed the start. Peter led the convoy and I went tail end Charlie in the 2.5PI. The view from the rear looked great. Quite a few decided to meet us on top of Arthur's Seat. For those who have not been to Safety Beach the road goes under the ocean to allow the boats to leave the marina and go sailing. It is a fabulous piece of engineering and well worth a visit to check it out. The run up Arthur's Seat is a challenge when you haven't driven it for a while. Our President and Editor photographed the cars on the way up. At another prominent spot John Smith was video taping the cars going through a tight 15 kph corner. It was a 20 minute run down the mountain to Kirks Hotel on The Esplanade at Morningside. Triumphs filled their car park. The staff at the Hotel were fabulous and the food was excellent, I had a Seniors Chicken Parma and it was huge. I didn't hear of any complaints about the food.

There were 34 cars and 61 Members from the TCCV, 14 cars and 28 people from the TSOA, 9 People and 5 cars from the TR Register and 3 people and two cars from the Club Standard Triumph of Victoria. There were some standout cars. Chris and Sue Burgess in their outstanding Triumph Renown, Neil Fox in his beetle back Vanguard and Carl Orsini with his mate Dave Farbus in the Standard Flying 10. This is a wonderful looking car. Another magnificent car was Keith Atherton's newly registered white TR4 Dove, a very rare car in Australia. Top effort. Terry Sully's red Stag now has shiny chrome wire wheels.

All up there were 101 Triumph tragics in 55 cars that had a terrific drive and a nice lunch on a beautiful 33 degree day. My round trip was 275 kms.

Also our northern cousins organised and led by Ian Cuss had 11 Triumphs and 20 people have an enjoyable day. John Powell's round trip was 338 kms. A terrific effort by the twin city Triumph guys.

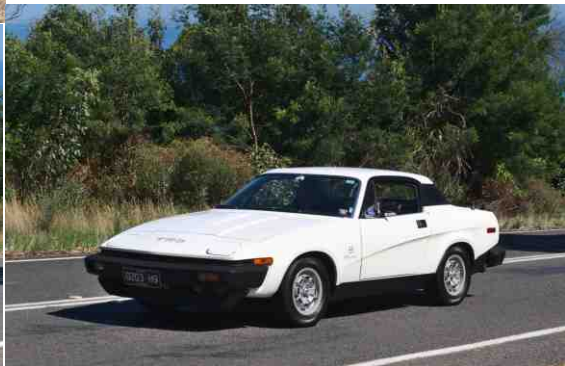
Let's make 2022 bigger and have another fabulous day.

Graeme Oxley
Events Co-ordinator
TCCV member #471

Drive Your Triumph Day – Melbourne



Drive Your Triumph Day – Melbourne



*Drive Your Triumph Day –
Melbourne and North-Eastern*



Drive Your Triumph Day – North Eastern



Stag Three Core Radiator

I recently went for a drive with Annette on a beautiful sunny day, had breakfast and on the way home disaster struck. Steam was coming for the bonnet area and the temperature gauge was rising. We ended up going home on a truck. I assumed that the Electric Water Pump (EWP) had failed. I took the EWP to Davies Craig in Altona and they tested the pump and said all was good. They said the Digital Controller had failed. They (Thank you John Benson from Davies Craig) gave me the new Plasma replacement Digital Controller and all was good until we went for another drive on a 30 degree day and heavy traffic in the Werribee area. I noticed the gauge had crept up to just on half way and the Digital controller was beeping when the Stag was stationary. When I got home the readout on the digital controller was saying it was just on 200 degrees Fahrenheit. I was not running an electric fan and had not had an electric fan for about 7 years when that fan on the car caught fire on a very hot day. I did have a new 14" electric fan in my shed and it was sitting there taking up space. The fan is from the USA and is a Maradyne High Performance multi blade Fan (Picture 1). I obtained this fan about 6 years ago.

I suspected the viscous coupling maybe at fault. No one could tell me how to test the coupling. I spoke to the workshop supervisor at work and he said to get the engine to operating temperature and turn the engine off, and the fan should stop immediately. I tried this on my 2.5PI and it stopped as advised. By now the radiator was out of the car and the core was being replaced with a more modern three-core radiator at Auto Cooling Radiators in Altona North. This cost me \$445.00. I decided that I would not get an aluminium radiator as I probably would not live long enough to get the value out of it. I had two L-Section pieces of angle iron steel to mount the fan. I was not a fan of the plastic bits that go through the radiator core. You need two pieces of angle iron 23" long. The 14" fan was bolted to the pieces of angle iron. I was able to fit this assembly into the car with the radiator that was still to be fitted. (Picture 2)



Picture 1



Picture 2

Stag Three Core Radiator

Next step was to wire the fan up to a relay. The Digital Controller has an earth return to operate the relay and bring the fan on. When the engine is turned off the Digital Controller is designed to run the water pump and electric fan until the water temperature is five degrees below the setting of the Digital Controller. The previous owner, (Brad Ash) had fitted an 82 degree switch (Picture 3) into the manifold close to the thermostat housing. As yet I have not fitted a manual override switch. I tested the fan and it blew heaps of air out the front of the grill. Easy fix was to reverse the fan blades. Wrong – air was still blowing out the grill area. If all else fails read the instructions. The fan has a blue wire and a black wire. I assumed that the black wire was earth and the blue wire was positive. Wrong again. The instructions say that if you want air to blow through the radiator, you had to connect positive to the black wire and earth to the blue. Success, the fan now blows air and heaps of it through the radiator.



Picture 3

Whilst doing this I had my watch with a metal band on. You guessed it, the band touched the battery positive and the band glowed red burning my wrist area. Being an Aircraft Electrical Fitter I should have known. I never wore a watch or rings when working on the Mirage Fighters in the RAAF. The next step was to fit the new radiator and re-connect the hoses and top up the coolant. My Stag has the right-hand head modification so bleeding is not an issue. Andrew Richards gave me his newly designed side baffles made from Perspex (Picture 4). These attach in the airway between the grill and the radiator on the left and right hand sides and this ensures that all air that passes through the grille goes through the radiator core. The side baffles stop air bypassing through the mudguards. This is a top modification Andrew. Because I had fitted the electric fan the Perspex baffles did not fit because of the angle iron. With the help of my Ryobi jigsaw the baffles now fit. I refitted the Secret Spoiler and the front grille and job almost complete. The Secret Spoiler ensures that all air is forced into the radiator. (Picture 5, next page)



Picture 4

Next step was to road test the Stag. I went on a 45 minute drive and the

Stag Three Core Radiator

temperature gauge did not reach half way. I have the EWP set on 80 Degrees Celsius. Job done and successful. On return I checked the Plasma reading and it said 80 degrees. I checked the viscous coupling when I turned the engine off and the fan blades did not stop straight away. It looks like the coupling will have to be replaced at a later date. The electric fan should do the job in the meantime.

About nine years ago the radiator place in Werribee (Werribee Coolit) said he could build a Stag three-core radiator and it would run cooler than a four core. It looks like he was right. Peter Welten recently fitted a three core to his Stag. Eddie Madden has run a three core radiator for 20 years and never had an over heat issue. Thanks to Ross Harvie who had a spare old style digital controller and he sent it to me. The new Plasma Controller is excellent but I prefer the older style as I can see the operating lights from the driver's seat.



Picture 5

Any questions feel free to call me on 0413 135 779 after 7 pm.

Graeme Oxley

TCCV member #471

So, a friend of mine works at a car dealership. A young person came in with an older car and wanted to know why his iPhone charging port is scratching his screen and not charging!

Submitted by:

Guru and knowledgeable one,

C J M Sallmann Esq.

also known as TCCV member #559



Some More on the Proposed Concept Car

On reading the article submitted by Alan Andrews on the American Concept TR250K in the February *Trumpet* and the demise of Triumph in the 1980s, I consulted my edition of "*Triumph Cars. The Complete Story*" by Graham Robson and Richard Langworth.

It is a good read as it tells the story from "Tri-Car to Acclaim". An interesting read for any Triumph Enthusiast. The book explains the problems why R.W (Kas) Kastner had little luck securing any support for his Production Class Race Cars in the U.S.A.

There are good illustrations of all models and Triumph "Derivations", and the Requiem on page 291 sums it all up. TRIUMPH R.I.P.

As far as I know the Club has a listing of this book in the Club Library, so if you would like a good read, consult our Librarian David McLean to obtain it. There is a copyright and all rights reserved on the articles included in the book.

John Seeley

TCCV member #18. – TR7 D.H.C.



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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 28th February, our total membership stands at 250, which includes 6 new members who joined during the month:

John Antney	Stag
Alan Bennett	Stag Mark 1
Peter Glynn	TR4
Quinn McGowan	TR4
Mick Minz	Spitfire
Chris Tinsley	TR7 V8

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.tregister.co.nz/

The Dolomite Homepage

<http://www.triumphdolomite.co.uk/>

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

The username and password needed for you to upload your photos to the Club's 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
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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 Glenney, Alan Andrews	Stag	Graeme Oxley, Jim Ostergaard
2000/2500 Saloon	Chris Burgess, Lindsay Gibson	Mayflower	Roger McCowan

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