

The Trumpet

July 2021

The Triumph Car Club of Victoria Magazine



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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

18th August 2021 is an Important Date for members of the TCCV

On this date regardless of COVID restrictions the TCCV Annual General Meeting will go ahead.

There are three possible scenarios

- (1) There is no restriction on meeting numbers and all members can attend;
- (2) There are restricted numbers on meetings;
- (3) No meeting is permitted and a Zoom meeting will be held.

At the AGM all committee and volunteer positions are declared vacant and election procedures are detailed in the TCCV Constitution and Bylaws viewable on the TCCV website.

It is most unlikely that (1) will happen and it is anyone's guess between (2) and (3) so therefore the Committee has passed the following proposals for the conduct of the 2021 AGM to ensure ALL members have the opportunity to participate.

Nominations

Committee Positions

On the Home page of the TCCV Website there is a link to Committee Nomination Form. The instructions are easy to follow however should anyone have an issue do not hesitate to make contact with a current committee member to assist.

Volunteer Positions

Simply e-mail your willingness to volunteer or nominate another member (with their consent) and forward to nominations@tccv.net

All Nominations For Committee And Volunteer Positions Must Be Received By Midnight On Tuesday 10th August 2021

Elections

As soon as practical following the closing of nominations the Returning Officer will prepare a Ballot paper for all contested positions and further instructions on How To Vote will be distributed by Trumpet1 e-mail. If you have chosen to not receive Trumpet1 e-mails and wish to participate in the vote please advise webmaster@tccv.net so a copy can be sent to your e-mail address.

The Returning Officer will introduce the incoming Committee at the AGM and then hand the Chair to the incoming President who will announce the Volunteer positions.

Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
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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.

Why does lockdown always come in freezing weather? I am over it in any weather but this winter has been too cold to do anything but keep putting wood on the fire!

We were very lucky to get a sunny day for the President's Luncheon in Williamstown but the Stag stopping and starting at its own whim was not on the agenda. Thanks to Peter and Ann Welten for giving us a ride in their sedan and Laurie Ellul for driving the Stag home – yes it started for him! The venue, the view, lunch and entertainment combined with all the talking around tables added up to a lovely day out.



We are booked into the Bay to Birdwood rally in Adelaide in September – hard to make plans when half of our states are closed. Fingers crossed –it would be nice to go somewhere/anywhere.

Looking forward to the next meeting that we can actually attend.

All committee and volunteer positions in the TCCV are declared vacant at the AGM in August and after five years of the Makin's putting their twist on the Trumpet maybe it is time for someone else to do so.

In 2016 President Nick Skinner cleverly manipulated Roger and me into the editor's role after only being members of the TCCV for six months. It first seemed a formidable task but was a great way of meeting members and getting involved. The task is not that difficult as articles are always being submitted about future and past events as well as technical information and lighthearted articles about Triumphs and life in general. The editor's task is simply a matter of reducing articles to useable size, spell checking and matching photographs to the articles. If you can use a computer the task only involves a few hours per issue and is very rewarding.

If you would like to be involved in the editorial process please make contact so details can be discussed.

Stay warm and stay safe.

Linda

COPY DEADLINE for August Trumpet

Friday 6th August

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

Upcoming Events!

July 2021

21st TCCV – General Meeting.
CANCELLED due to COVID restrictions.

August 2021

14th-15th All Triumph Challenge.
TCCV - Plan to stay overnight Friday and Saturday (or just Saturday) in Benalla to attend Winton on Saturday and Sunday (or just Sunday). Or just day-trip. The choice is yours. For those attending Saturday to participate in the Skid Pan, Motorkhana, or Show 'n' Shine events, arrive between 9:00 and 9:30am, entering through the second entrance to the Skid Pan area. Note, there is a \$50 entry fee to participate in the Skid Pan and Motorkhana AND, if you do not have a competition licence, one can be purchased on the day for \$25. Nearly every model Triumph is entered in the Sunday "All Triumph Challenges" with entries coming from Vic, NSW and SA. Register and book accommodation early: Avondel Motor Inn: 5762 3677; Comfort Inn: 5762 4088. Booking cut-off date is midnight: Saturday, 14 August 2021. Please register your attendance before that date.

18th TCCV – Monthly General Meeting, followed by the **Annual General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

September 2021

12th Beaumaris Concourse Car and Bike Show. Venue: Beaumaris Shopping Centre precinct, Reserve Road, Beaumaris. Details TBA.

15th TCCV – General Meeting.
7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

October 2021

3rd Euroa Show and Shine. This annual event is back this year. As in previous years, there will be a trophy for the best Triumph on the day. Convoy details TBA.

7th to 11th TCCV – 16th Combined Vic & ACT Triumph Clubs Rally:
Wangaratta. Book Gateway Quality Inn Wangaratta, 29-37 Riley Street, Wangaratta. Phone: (03) 5721 8399. Thirty five rooms have been reserved at this 4-star motel. The rooms are reserved under "Triumph Car Club of Victoria" - mention that when you book. Rooms have been reserved from check-in Thursday to check-out Monday, but you can vary that when you book. [The itinerary is here.](#)

20th TCCV – General Meeting.
7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

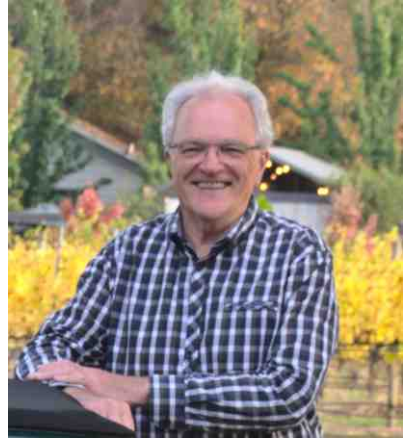
Click here to refer to the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with "TCCV".

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.

Well at least we managed to get the lunch in on the 11th before being locked down yet again. And what a great time it was. Great venue thanks to Terry Sully and again thanks to our Events Coordinators Graeme and Peter. As well as TCCV members and their guests members of the Sunbeam & Talbot Club also joined us and their President (and also TCCV member) Tony Zuiderwyk has contributed an article in this copy of the Trumpet.

Unfortunately due to restrictions we have again had to cancel our monthly meeting meaning that I have presided over the year that has less meetings and events than any other in history.



Wednesday 18th August at 7:30pm will be our next General Meeting followed immediately by the Annual General Meeting of our club – how quick the year has gone since our 2020 Zoom AGM. With so many lockdowns and disruptions we have still managed to fit in a few events and meetings and hopefully by 18th August our meetings will be able to go ahead.

At the AGM all committee and volunteer positions are declared vacant. In anticipation of either not being able to hold a physical meeting or having a limit on numbers the committee has passed different guidelines for nominations and voting as detailed in this issue of the *Trumpet*.

During my year as President many members both long term and newer have expressed interest in becoming more involved so in this edition of the Trumpet the process will be detailed. The old saying that many hands make light work applies to our committee and volunteer positions. There is a wealth of knowledge within our longer-term members and it would be great to have newer members become involved so the Triumph marque is maintained.

A member's spouse or partner can be nominated for any Volunteer position and we welcome their participation.

The full list of Committee and Volunteer positions are listed on page 20 of this issue of the *Trumpet*.

Please participate by nominating members to keep our club invigorated.

Stay safe and shine those Triumphs for our next event.

Roger Makin

The President's Lunch

Sunday 11th July 2021



This year's Presidents lunch was held at the Royal Victorian Motor Yacht Club in Williamstown. The venue was perfect, a comfortable dining room with some spectacular city views over the water, plenty of secure parking space, and an enjoyable meal. The event was jointly organised by TCCV and the Sunbeam & Talbot Car Club, with around 70 TCCV and 30 STCC members attending. Both clubs are like minded with their interest in British cars, and there are a surprising number of members in both clubs, including myself.



Members took advantage of the cool but sunny day to drive their club cars, with some starting in convoy at Brandon Park.



The convoy was not without its challenges, with president Roger's car giving trouble at the starting line, and the group taking an unplanned 'scenic' route once it was discovered there is no freeway on-ramp at Springvale Road. Despite that, everyone arrived safely, and we took some time in the car park to look over the cars and catch up.

The President's Lunch

Apart from the impressive collection of Triumphs and the odd Sunbeam, someone sneaked a red 1970's Buick into the mix – a car that looked big enough to fit a TR3 in the boot, or should that be trunk!

During lunch we were entertained by the Velvetones, a quartet of beautiful ladies singing a cappella. With just their voices they made it sound like they had instrumental accompaniment. These talented and classy ladies certainly added some fun to the day.

The event was a welcome respite from dealing with lockdowns and restrictions. A good day was had by all. As one member remarked 'this will be a hard act to follow next year'.

Tony Zuiderwyk

TCCV member# 940

Photographs by Darrel Misso

TCCV member #1003



Participate by Nominating

As is detailed on page 2 of this issue of the *Trumpet* the TCCV AGM will be held on the 18th August and nominations for all committee and volunteer positions are to be submitted by **10th August**.

The past two years we have been restricted by dreaded lockdowns however we have had over 50 new members join in that time from a diverse range of ages. These newer members constitute 20% of our current membership and many of these newer members have shown interest in being more involved in the club than just joining to get cheap concessional registration.

Therefore I would encourage ALL members to nominate for positions both on the Committee and as Volunteers. Sometimes members think that there is a lot of time involved in doing this but it is not so and it was suggested at our last committee meeting that if you are considering nomination and want to find out more first ring the current holder of that position or any committee member to discuss exactly what is involved.

Without members input it is impossible for the TCCV to continue to provide the type of events that you would like.

Please consider nominating yourself or another member to keep our club thriving!

Looking forward to your input.

Roger Makin

President

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

I have often thought that any good oil would be suitable to keep Gerald happy. Apparently not. According to US oil manufacturer Motul®, oils have to be “compatible with the mechanical parts it’s protecting.” What does that mean? What makes an oil “compatible”? How do modern engines differ in their “oil property requirements” to those of classic cars? After all, the function of all oils is to protect metal-metal contact within an engine reducing wear no matter how old the engine.

My limited reading puts it down to the different metal alloys and other compounds (like seals, etc) used these days, the increasing use of turbo chargers or superchargers even in small engines (like Gerald’s), and that modern oils must meet “modern emissions standards and controls” which, perhaps, oils of yesteryear do not and why modern oils are promoted as “synthetic”.

Given all that, what makes one oil more suitable for our classics than another? Motul has some clues, and I quote:

“Packaging aside, the chemical composition of an oil has to be compatible with the mechanical parts it’s protecting. Motul’s classic lineup offers high concentrations of ZDDP and molybdenum, which work together to provide exceptional protection for metal-to-metal surfaces.

ZDDP, also known as zinc dialkyldithiophosphate—an oil additive that dates back to pre-WWII—forms a protective barrier on metallic surfaces. The soft zinc and phosphates help create an oil film on the microscopically irregular surfaces of internal engine parts, while the molybdenum component provides a smooth interface layer between that ZDDP layer and the base oil.

That’s a fairly rudimentary picture of the interactions—the science is obviously more complex than that—but it suffices to say that for older engines, a more concentrated ZDDP/moly formulation is highly beneficial. Motul’s classic lineup contains 1800 ppm of ZDDP, among the highest concentrations in the industry.”

The inference is that modern oils may not have adequate percentages of ZDDP et al making them less suitable for classic cars! I am not a chemical engineer, but it sounds reasonable. BTW, I am not promoting Motul products.

Alan Andrews

TCCV member #572

Editor's Note: We use Motul oil exclusively in our Aussie Race Car engines with exceptional results.



Le Mans Triumphs

Article published June 1987 in the 'Thoroughbred & Classic Cars' magazine Supplement.

Written by Graeme Robson. Submitted and edited by Alan Andrews TCCV member #572

In the Fifties and Sixties Le Mans was still a sports car race which retained some of its original traditions. Not only did some of the entries look like production models they were prepared and entered by the factories themselves. Standard-Triumph sent 'works' cars to the French circuit on six occasions and on all but one occasion a honourable result was achieved.

To anyone who knew Standard-Triumph in the Fifties it was a miracle that cars should even be entered let alone put up a brave show. As Samuel Johnson said, two centuries ago, about women preachers and dogs that walk on hind legs: 'It is not done well but you are surprised to find it done at all.' In the mid Fifties a company that made its profit from building Standard Vanguards, Standard Eights and Ferguson tractors did not exactly have the proper pedigree for building racecars.

Yet it was done and done creditably – a team of TR2s were entered in 1955. Twin-cam engine TR prototypes followed in 1959, 1960 and 1961 and the last effort was made by some very special Spitfire-coupees in 1964 and 1965.

In all those years technical chief Harry Webster was the resourceful engineer who made it all possible and it was ex-BRM mechanic/test-driver Ken Richardson who managed the team of TRs. The writer was running competitions in the Spitfire years, though it was the manager of the experimental department, John Lloyd, who actually ran the two Le Mans efforts.

The post-war Triumph marque (Standard – Triumph) had no competitions experience at all when the new 2 litre '20TS' sports car was designed in 1952. This might explain why the original prototype was a thoroughly disappointing evil-handling machine. Fortunately, for posterity, Ken Richardson was invited to drive the car, pronounced it a 'death-trap' and was invited to join the company to help improve it.

The first Triumph to appear at Le Mans was a privately owned TR2 driven by Edgar Wadsworth and Tommy Dickson. It was no more than in good standard condition. In appalling weather it plugged away for 24 hours finishing 15th at 74.7mph.

In the meantime Ken Richardson had finished his development job on the TR2 and set-up a tiny 'works' competition department in one corner of the experimental workshops at Banner Lane, Coventry. In the first year his TR2s competed in the Mille Miglia, the Alpine



1954 TR2 Wadsworth-Dickson Entry

rally and in the Ulster TT, but for 1955 he was encouraged to have a go at the Le Mans race itself.

Owners of surviving 'ex-works' TR2s and TR3s all confirm what was apparent at the time that no attempt was made to save weight or to improve the aerodynamics and that 'competition suspension' merely meant ultra-hard springs and dampers. The engines were almost entirely standard and untuned. Certainly when the author took over competitions in 1962 he discovered that no power-tuning work had ever been carried out on the wet-liner four-cylinder engines.

One reason, apparently, was that test-bed work had shown that under certain circumstances crankshafts could be made to break at 5,200 rpm so team drivers were solemnly ordered to strictly adhere to a 5,000 rpm limit! After Ken Richardson had left the company and when the time came to prepare TR4 rally cars in the early Sixties that restriction was immediately scrapped. Within months the engines were not only 30 per cent more powerful than ever before but were being revved to 6,000 rpm and beyond. Not a single crankshaft failure was ever experienced.

Managing Director Alick Dick and Harry Webster saw Le Mans not only as a motor race but also as a proving ground, so the 1955 team cars were almost standard except for modified cylinder heads (which helped give 94 bhp) and a variety of different braking systems. There was no question of building ultra-special cars or having dedicated mechanics – a fitter might find himself working on a new Vanguard III prototype one day and building up Le Mans cars the next!

Standard-Triumph was particularly anxious to finalise and publicise their work on disc-brake installations, so three cars – registered PKV 374, 375 and 376 – started the race, one with four-wheel Dunlop discs and two others with a Girling front disc/rear drum set-up.

That was the year when the appalling Mercedes-Benz crash made all the headlines and when the British press also found BMC's effort with MGA prototypes more interesting, so Triumph's achievement in starting and finishing three cars was virtually ignored. The cars finished 14th, 15th and 19th with the running average of 84.4 mph.

That was encouraging enough for Alick Dick to look even further ahead and be more ambitious. Although he insisted that Le Mans entries should look like current or future production cars he authorised the design of a completely new twin-cam engine. As he



1955 TR2 team success photo



1959 TR3As Before the start

Le Mans Triumphs

told me many years later: ‘...it could be basically a racing unit but I wanted it to be able to get Triumph the team prize at Le Mans and I wanted it also to be suitable for production, even in quite small numbers, for a top-line version of the new TR...’

It took a long time for the new engine to be ready (the engineers looked closely at Ferrari, Coventry-Climax and D-type Jaguar engines before settling on a design) and in the meantime Ken Richardson’s competition department had moved out of Banner Lane to the Service Division workshops at Allesley (these are now owned by MGA Developments, the styling company).



1961 TRS

As ever the 1959 Le Mans car called a TR3S was made to look as standard or superficially standard as possible. The wheelbase of the chassis was six inches longer than the normal TR3A, this currently being a change proposed for the next generation of



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Le Mans Triumphs

TRs, while the body style was like that of the wide-grille TR3A but constructed of glass fibre. Under the skin however were the new 2-litre 150 bhp 'Sabrina' engine and a four-wheel disc brake installation. Like every other car connected with the Richardson managed department it was solidly built with the minimum of suspension sophistication.

In spite of the fact that Le Mans was known to be very easy on a car's chassis (think of the longevity of the Fifties-style Lotus cars at the French circuit for instance) the new Triumphs were quite disgracefully heavy at 2,125 lb, so the chassis frames were stiffened up considerably and the body shells were very robust indeed, while the aerodynamics were no better than before. The extra 50 bhp only pushed up the top speed from about 120 mph to 135 mph.

It had taken nearly a year to build up and test the three new machines (the XHP 938, 939, and 940 numbers were issued in the previous winter) yet no race testing was done before April 1959 and no minor race was entered which explains the mistake of running cars at Le Mans with fan blades fitted! Two cars threw fan blades and punctured radiator hoses while the third broke its oil-pump drive towards the end of the race.

The encouraging factor was that the car's lap speed had risen to 105.3 mph and for 1960 it was hoped that this would be improved yet more. This time the old lookalike TR3A bodies (and identities) were discarded, new heavier and less aerodynamic glass fibre bodies similar to the still-secret 'Zoom' prototypes were built, a fourth car was assembled, a new name (TRS) and a new series of identities – 926, 927, 928 and 929 – emerged.

The cars were never seen in public from one Le Mans race to the next except for the trials held earlier in the year and much of



Triumph TRS Sabrina Engine



1961 TRS



1961 TRS (Restored)

Le Mans Triumphs

the time they stood dismantled and idle while the same team of mechanics worked on Herald or TR3A rally cars instead. In the 1960 race three cars started and three finished. While the race average was a creditable 89.56 mph the best lap time was 10 seconds slower than before and the top speed had dropped to 129 mph. Triumph's team at Le Mans included the experimental shop foreman working as the nominated refuelling expert and Richardson's assistant mechanic as a mechanic.

By 1961 Standard-Triumph's finances had slumped alarmingly and the company had been rescued by Leyland Motors. Richardson's department was moved yet again – this time to workshops at the Radford factories – the rally programme was completely cancelled and the Le Mans cars were wheeled out in almost exactly the same guise as before.

At last, in 1961 and at the third attempt Alick Dick's ambitions for the twin-cam engine were justified. Three cars started and three finished – 9th, 11th and 15th – and the coveted Team Prize was won. The leading car averaged 98.91 mph and enjoyed a trouble-free run.

Joy was unconfined but not for long. Within weeks of the cars being returned to Coventry and stripped out for inspection of the various experimental components, the competitions department had been closed down, Ken Richardson had been made redundant and the expertise lost. The cars were eventually re-assembled and sold off to the United States. One of them, and at least one other, have now been rescued from

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oblivion in the USA. None of these cars ever raced again.

In the bloodletting and the aftermath of the Leyland take-over the twin cam engine was abandoned, and all the spares were heaved out of the stores. The exciting 'might-have-been' project the Conrero-developed coupe version of the TRS, which had been slated to appear at Le Mans in 1962, was also sold off to the USA.

For the next three years Harry Webster's design team had to buckle down to producing a stream of new production cars – Spitfire, Vitesse and 2000 among them – but the urge to return to Le Mans never entirely disappeared. In that same period Webster became convinced that the next generation of Le Mans cars would have to be much more specialised than the last. Porches were now much too fast to challenge in the 2-litre category, so the only alternative was to have a go at the small-engined classes. An ex-works Austin-Healey 3000 competition car was borrowed for trial on one occasion and very light Sebring Sprites was tested on another.

By 1963 Standard-Triumph was profitable once again. BMC's Sprites and Midgets were building their own racing record and the idea of building racing Spitfires was born in the autumn of that year. This was no long-term project for plans were only laid in November/December 1963. Two cars had to be ready for testing in April 1964 and four ready for use in June.

There was more. Production Spitfires had six-port cylinder heads, torque-limited gearboxes, steel bodies and conventional styling and for the Le Mans race, a new cylinder head, a new transmission, a smoother and lighter body-shell and better road holding were all needed. It was a tall order.



Harry Webster loved impossible targets. There was already a new eight-port cylinder head design in existence – this was re-modified, produced in cast iron and in aluminium, given twin-choke Weber carburettors, race tested and made reliable. Because the cars were to be entered as prototypes the larger all-synchromesh TR4 gearbox was fitted. Light-alloy body panels were produced from existing press tools. A new fastback coupe roof panel was moulded from glass fibre by actually using the existing Spitfire GT/GT6 project car as a master. Last, but by no means least, hours and hours of testing led to much improved, if very sprung, suspension.

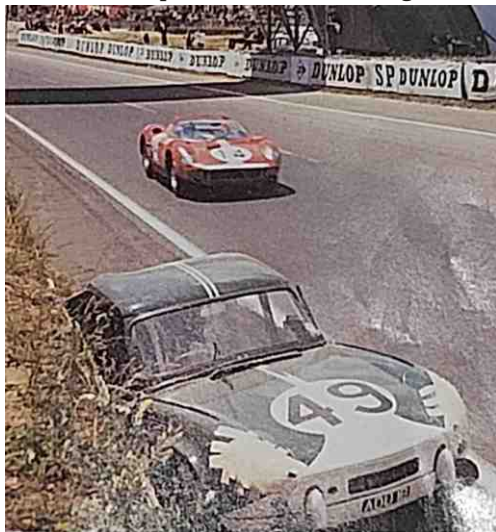
Testing at last

This time round it was to be a different regime. Two separate competitions departments – one for rallying and one purely to build Le Mans Spitfires – were established at the Fletchamstead North engineering division under Webster's direct control. *Every day*, not just occasionally, Webster and his deputy John Lloyd would visit both departments to assess progress.

Le Mans Triumphs

Testing began in March 1964 and before Le Mans in 1964 not only had a 1.1-litre 100 bhp engine been flogged for 24 continuous hours on the test beds (yes the locals complained...) but a car had completed a 24 hour endurance run (in several consecutive daylight sessions) on the Silverstone GP circuit. The Spitfire GT prototype was also taken to Le Mans to get a feel for visibility out of the cockpit and to show the organisers in advance of scrutineering.

In June 1964, while the rally team headed for the south of France and the Alpine rally, John Lloyd and Lyndon Mills took the racecars to Le Mans. Three cars started the race but two were eliminated by crashes (one due to being blown off-line by a larger car, the other due to the driver becoming asphyxiated by exhaust fumes sucked through a damaged body panel). The third car finished strongly: 21st place doesn't sound good but for a 1.1 litre car the running average speed of 94.7 mph was quite remarkable – Harry Webster was especially pleased that it beat the 'works' Austin-Healey Sprite by 124 miles in 24 hours.



LeMans: 1964 car49 crashed

In the next year there was a great deal more development. The rally Spitfires proved the new light all-synchromesh gearbox was satisfactory (it was later used in the GT6, Spitfire and even MG Midget cars) so for 1965 the race-cars were run in homologated form weighing 100 lb less than before and having 109 bhp engines. In this guise they could touch 140 mph in a straight line and lapped at nearly 100 mph – not quite as fast as the last of the TRS cars of 1961 but still excellent for a 1.1 litre car.



LeMans: 1964 Spitfire 65

Four cars started the race of which one crashed in poor visibility, one blew its engine and the other two cars finished 13th (at 95.1 mph) and 14th winning their capacity class.

For 1966 the rules of homologation changed banning the use of light-alloy skin panels on cars normally built in steel or non-standard shapes. This effectively outlawed the production-based Spitfire from motor sport (and the Austin-Healey 3000 from rallying, by the way) and put an end to the Le Mans programme.

Le Mans Triumphs

For 1966 there might have been a prototype GT6 with 175 bhp and a strut-type independent suspension but as the competitions department was closed down in February 1966 the project was cancelled. And that is another story...”
Graeme Robson



LeMans: 1964 Spitfire50 (restored)



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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 Advisor for your vehicle model (see page 20).

Club Membership

As at 30th June, our total membership stood at 257, including these new members who joined during June.

Geoff Bowman	TR3A
Mick Lewis	Stag
Darrel Misso	Stag
Graeme Wise	Stag

By the end of June, 187 members had renewed their subscriptions. I trust that the remainder (70) will renew during July. If you have misplaced (or can't find) your renewal notice, please email me (address below) and I will send the renewal notice by return email. Payments were due by 30th June.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV, which includes being a current financial member.

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	tool librarian@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 Advisors

Refer to our website for Club Car Advisor contact details

TR2, TR3, TR3A	Keith Brown	TR4/4A, TR5	Chris Sallmann
TR6	Terry Roche, Chris Sallmann	TR7	Fay and John Seeley
Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
GT6/Herald/Vitesse	David Glenny, Alan Andrews	Stag	Graeme Oxley, Jim Ostergaard
2000/2500 Saloon	Chris Burgess, Lindsay Gibson	Mayflower	Roger McCowan

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