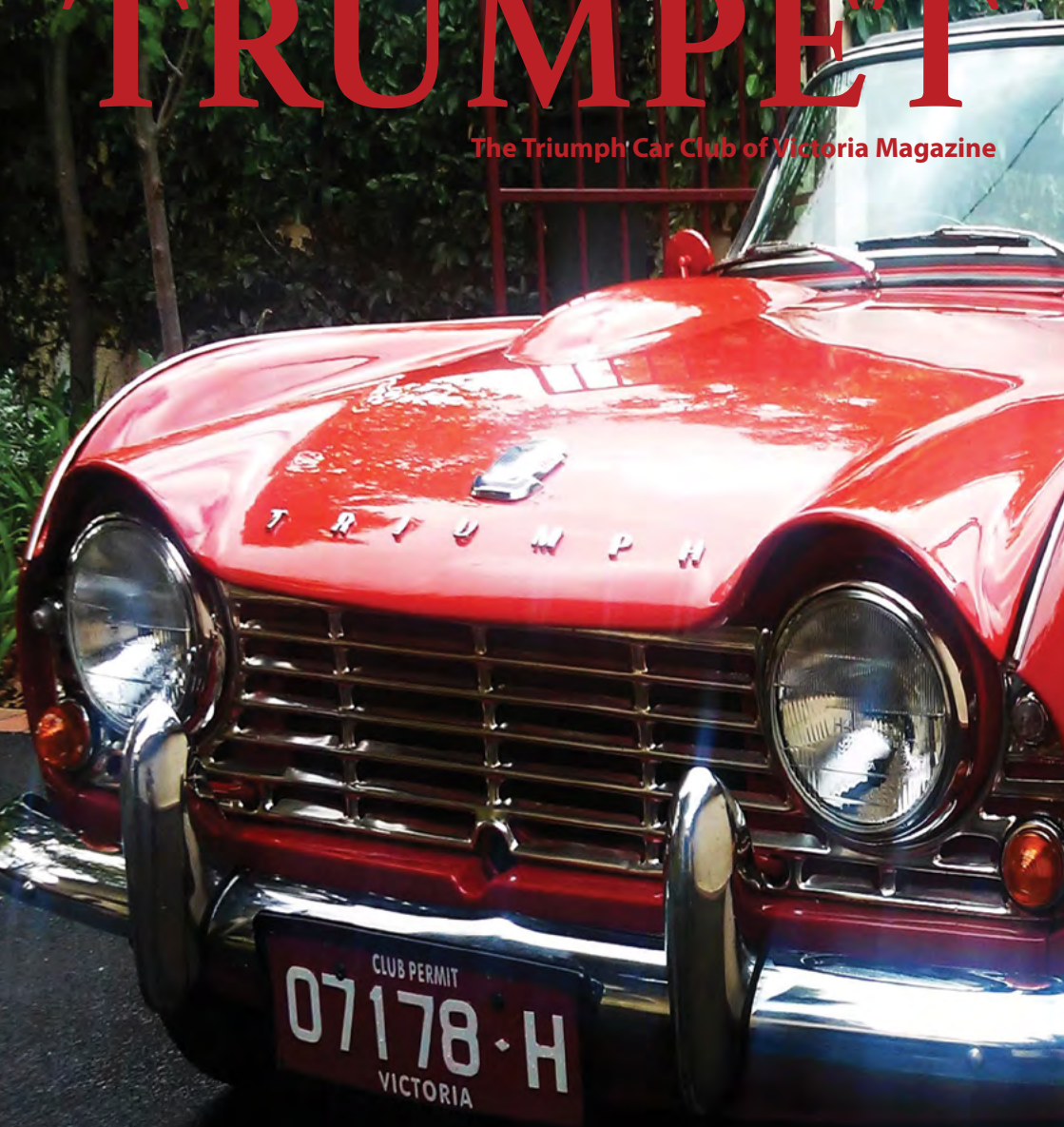


The TRIUMPH

October 2021

TRUMPET

The Triumph Car Club of Victoria Magazine



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The Triumph Car Club of Victoria (TCCV) is a participating member of the Association of Motoring Clubs (AOMC).

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 can be sent to the Editor at any time.

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THE COVER STORY



1961 red convertible TR4

By Chris Sallmann, TCCV member #559

I've been in the club for around 15 years and have had the TR4 for nearly 20 years.

I purchased it sight unseen from Queensland, but with a glowing report from a well-known 'Triumph person' up there. However, it turned out to be an unroadworthy basket case!

I got it on the road for a small fortune and then spent the next 10 years doing a rolling restoration, getting it back to standard as it had been mucked about, and I have an obsession with originality.

I'm not fussed about the work as I have learned a massive amount about TR4s – more so than just having a car

presented to me done up or passing it on to a specialist and writing a cheque.

Other cars I've had include a TR6, an early Stag and a share in a Vitesse 6.



EDITOR'S NOTE

By Fran Madigan, TCCV member #904

We have had some sunshine, but spring so far has been chilly – and wet. But at least we can look forward to a little more freedom in the coming weeks.

This month's cover features Chris Sallmann's beautiful 1961 TR4. Chris has owned this car for 20 years and has learned a great deal about the model during his restoration work.

Alan Andrews talks about rallying Triumphs and the legendary Paddy Hopkirk. The distances travelled in those days seem incredible now. And Alan also has some helpful hints for all of us as our cars sit idle during the ongoing restrictions.

Theodore Rau's lockdown project has been the restoration of a 1971 Herald convertible which has been a great achievement. And he is looking forward to working on his Stag next!

Iain Perrot explains what you get when you buy the Datsun half shaft upgrade for Stags – and a little tampering that he uncovered! And Graeme Oxley reminds us that our bodies – like cars – need to be serviced regularly.

We have included a Triumph model timeline, which started almost 100 years ago. It's interesting to see them all in one place. And everything you wanted to know about the 1934 Triumph Dolomite Straight Eight.

There is also a new section on reading



and surfing – books, videos and websites about Triumphs, including a great book about the TR range. If you have any suggestions for inclusions here, let me know and they can be added to future *Trumpet* editions.

My first *Trumpet* as editor contained errors on the 'Club Contacts' page. They were amended for the web version, but my apologies to all those who were listed with incorrect contact details.

Deadlines for contributions to forthcoming editions of the *Trumpet* will no longer be set. Any articles you submit will be included in the next or subsequent issues – but if it is time-sensitive we can make sure it appears in the next edition.

So please keep sending in your stories and photographs. Or, if you don't want to write anything but have a good idea for topics or information you would like to see included, we can do the research and produce the article.

**COPY DEADLINE
ANY TIME IS GOOD**

Please forward to editor@tccv.net or contact Fran Madigan on 0403 133 063



WHAT'S AROUND THE CORNER?

NOTE

TCCV general meetings are held at 7.30pm on the third Wednesday of the month. When able, meetings are held at:

Venue Manningham Hotel & Club
1 Thompsons Road
Bulleen VIC 3105

Arrive early to enjoy dinner at the venue. If COVID-19 restrictions are in place, numbers may be limited. Register your attendance to avoid disappointment. The booking cut-off date is midnight on the day before the meeting.



To register

OCT. 20 / TCCV – General Meeting

NOV. 12-14 / Wangaratta weekend

Meet at McKenzie Reserve, Yarra Glen, at 9.30am for a 10.15am departure. We have 17 rooms at the Wangaratta Motel. Phone 03 5721 5488. Cost \$120 per room. Let Peter Welten know when you have booked: events@tccv.net or 0409 511 002.

NOV. 14 / Beaumaris Concourse Car and Bike Show

Venue Beaumaris Shopping Centre precinct, Reserve Road, Beaumaris. All participants to arrive and park between 8.00am and 9.30am, so the event can be opened to the general public at 10am.



To register

NOV. 17 / TCCV – General Meeting

NOV. 20 / Come & Try Day: Phillip Island Grand Prix Circuit

Your chance to drive your classic around Phillip Island Grand Prix circuit at pace. There will be three information sessions, two track sessions with an experienced instructor, one track passenger session in your instructor's car and one solo session. There are designated women and junior run groups. All for \$295, or \$245 for MSCA affiliated club members and \$195 for under 18 junior and women members.

For more information contact **Bruce Astbury**
email mscapresident@msca.net.au or register at:



To register

DEC. 12 / Christmas Picnic 2021

Venue and details – TBC

Booking cut-off date is midnight, **Friday 10 December 2021**. Please register your attendance before that date on the TCCV website. After the closing date, contact our Event Coordinators.

2022

JAN. 1 / New Year's Day Lunch

Venue and details – TBC

FEB. 10 / Drive Your Triumph Day

Venue Wallace Hotel for lunch.

Meet at the BP Service Station, 1989 Western Highway, Rockbank, at 10.00am for a 10.30am departure. Register by **3 February**.

Events Coordinator: Peter Welten
m 0409 511 002 **email** events@tccv.net
or ann.welten@bigpond.com



For the most up-to-date and complete calendar for the year.
TCCV events are labelled with "TCCV".

PRESIDENT'S REPORT

By Roger Makin, TCCV member #861

Roger's Road to Recovery

This month I will not try to fill my President's report with times of COVID wail or, in fact, pretend that there is light at the end of the tunnel. Because, as I write this, I have just heard we have created a new record for case numbers today – however, that could apply to any day at the moment!

Instead, I want to devote this page to photographs from the Stag Owner's Club National Day at Silverstone, where they had 368 Stags attend. If only we could get this many Triumphs together!



Do remember to keep in contact with your fellow club members and if you hear of anyone in need, let the committee know.

Take care and stay safe.



To see more of the Stag Owner's Club National Day



MARATHON RALLYING TRIUMPHS

By Alan Andrews, Member TCCV #572

In 1968, between 24 November and 17 December, Frank Goulden and (brothers?) Barry and Geoffrey entered the only Triumph, a 2000 Mark I saloon, in the first London–Sydney Marathon, one of 98 entrants. The first 72 cars to reach Bombay after a tortuous 12,000-kilometre (7,500-mile) race through Europe, Asia and India were ferried to Perth for the final 4,650-kilometre (2,900-mile) dash to Sydney. ‘Stragglers’ were ferried the next day. Problems enroute included Burma’s refusal to allow the cars passage, difficulties using Colombo as the ferry port to take the cars to Fremantle, and the small matter of the closure of the Suez Canal due to the Arab-Israel war.



Paddy Hopkirk

The Triumph “retired” at Moralana, 43 kilometres north of Hawker in South Australia ‘within sight’ of the finishing line. The rally was won by Andrew

Cowan, Colin Malkin and Brian Coyle driving a Hillman Hunter entered by British Leyland. Paddy Hopkirk drove an Austin 1800 to third place. For those interested, there is a fascinating story of the Citroen which was leading the rally and a Mini colliding just outside Nowra, a mere 160 kilometres up the coast to Sydney and victory. Read of Paddy Hopkirk’s involvement giving away any chance of winning the rally.

[Ed. note: Hopkirk gallantly gave up any chance of victory on the penultimate stage to rescue the Bianchi-Ogier team, then in the lead, whose Citroën DS had just collided head-on with another car on a road supposedly closed to traffic. Hopkirk and his teammate Tony Nash managed to pull out occupants from both cars which had started to burn, probably saving the life of severely wounded Lucien Bianchi in the process. The accident happened just ahead of Hopkirk’s Austin 1800. By driving back to warn onlookers and the police, Hopkirk and Nash likely also prevented another crash with any incoming participants.]

British Leyland, which incorporated Triumph, entered two other Austin 1800s with one taking fifth place and the other 24th. BMC Australia, which became Leyland Motor Corporation of Australia in 1972, also entered an Austin 1800 taking 21st place.

The ‘World-Game’ was huge in England in 1966 with the final being held at Wembley Stadium on Saturday 30 July. Teams were England and West Germany. The full-time score was 2–2; the famous Bobby Charlton scoring both goals for England. After extra time England was victorious with a score of 4–2 with Geoff Hurst scoring both goals. Up to 2021, it is England’s only win in the World Cup!

The Daily Mirror sponsored a 25,700-kilometre (16,000-mile) rally leaving Wembley Stadium for Mexico City to commemorate Mexico being the venue for the 1970 FIFA World Cup. British Leyland entered four ‘works’ Triumph 2.5PI Mark IIs. Teams: Brian Culcheth and Johnston Syer; Paddy Hopkirk and Tony Nash; Evan Green and Jack Murray; Andrew Cowan and Brian Coyle.



Paddy Hopkirk / 1970 World Cup Rally

History records that Brian Culcheth drove his car into second place, and Paddy Hopkirk into fourth. A brilliant result considering there were 106 entries. Interestingly, only 26 finished the rally. The other ‘works’ Triumphs ‘retired’. First and third were taken by Ford Escorts. The rally was dubbed “the greatest adventure since the Peking to Paris race of 1907”.

Paddy’s car was sold at auction just after the rally and was later bought by Dave Jenkins in 1978 for £1,675 with intentions of restoring it. He never got around to it and he died in 2020. In April 2021, his widow put the car on the market. In the headlining pocket were found rally maps, the original build sheets and FIA papers. I wonder how the auction went.

The Scottish Rally of 1970 started almost immediately after the World Cup Rally. British Leyland entered a 180 bhp Triumph 2.5PI that was used to develop the four WCR entrants. Brian Culcheth and Johnston Syer teamed up again and won the rally after the first-over-the-line Lancia Fulvia HF driven by Harry Kallstrom was penalised to 21st as a result of a time-control anomaly.

The Scottish Rally was the only chance left for the big Triumph to compete, as in late 1970 the competitions department at Abingdon was closed and the works teams disbanded. Hence the car was sold soon afterwards but continued to be rallied by various owners until being completely rebuilt by David Bird in time for the WRC stage at the Great Orme, a limestone headland on the north coast of Wales sporting a ribbon of asphalt that clings to the rock face, in 1986.

Leyland’s well publicised slip into decline during the 1970s put an end to any further development of the cars. It was a shame as the magnificent rally results of 1970 could have paid huge dividends for Triumph’s corporate image and sales. As it was, the results went almost unnoticed. Another opportunity missed!



Paddy's rally car in 1978

The Year's Lockdown Project ... 1971 13/60 Triumph Herald Convertible

By Theodore Rau, TCCV Member #929

Where to start??

Body

After being stuck at home for a month last year, I got sick of looking at the badly fitting panels on the Herald. Some accident repairs that just were not up to standard with too much bog (body plastic filler) needed attention.



So, on the hoist it went. After having a good look around and taking some measurements, I pulled the sill panels off to discover that they were 'bodygy'. As I have a few N/O (new/old) stock sills, I chose a right-hand and left-hand one, cleaned the wax off, primed and painted them to get them ready to fit. See pics.

It was just like opening a tin of worms! With the sills off, I discovered improperly repaired rear quarter panels at the lower B-post area. After removing the bog, I cut, welded, metal finished and painted new steel, before fitting the new sills.

Then I moved on to the boot lid. Removing the pack rack left 4 holes

which I welded up. The previous owner had dents filled with bog instead of metal finishing it properly. I removed the bog and metal finished the lid. The usual cracks on the left-hand bracing and boot support were welded and strengthened with a reinforcing plate shaped to fit.



Then to the bonnet. It had some previous accident damage and once again the plastic filler was the repair of choice for the previous owner; even then it still had the "punch in the nose" look. Yes, removed the bog here too and properly repaired and shaped the bonnet before being metal finished. While this was happening, I managed to get the bumpers sent off to the chrome platers (Dandenong Bumper Reconditioners). They arrived back just in time to complete the assembly of the car.

Interior



The wood dash and door caps were removed and re-varnished/lacquered to match. A relatively easy job was re-stuffing the two front seats with foam from Clark Rubber.

I had a new mohair hood sitting in the shed, so I decided to fit it. It was a two-day job. I just took my time, stopping to enjoy a few cups of coffee in the garden. I must say, the car looks much better with the contrasting hood.

Mechanical



Then it was time to attend to the oil leaks. Too many. So it was out with the differential, the half shafts and pinion flange, and inspect all bearings and gears, which were ok as evidenced by a quiet diff. Before re-installing it all, a bunch of seals, new universal joints, bearings and trunnions were fitted, axles were overhauled, and a bit of black paint made it all look new. Rear oil leaks sorted.

Then the gearbox. I had an overdrive unit, so I installed it with the gearbox, replaced all bearings, synchromesh gears and seals, and refitted it. No more leaks here either and a sweet gearbox with smooth changes too.



Brakes and fuel system were next. While on the hoist, the lot was replaced. The fuel line was increased from 1/4 Bundy to 5/16 Bundy – less air locks, easier to start particularly after been sitting. New brake shoes and pads fitted, lines flushed out and replaced with silicone fluids. Flushed the clutch system while I was at it, topping it up with the same silicone fluid. The fuel tank was removed, cleaned, inspected for rust inside – fortunately a very good tank – and repainted.





the black paint, would not be complete without it, finished the job. The S.U's: not much here, just a set of needles and jets, and needle and seats.

Cosmetics

Simply needed to polish the car and clean and inspect the spoke wheels. I used my special jig, which can be used for wheel balancing at a tyre shop, to mount the wheels to check trueness and to make thorough cleaning easier.

Now the Herald is just sitting in the shed with nowhere to go. Lockdown AGAIN, phew.

Looks like the Stag is next or maybe the Herald Coupe?

PS. I still found time to start on the Stag. It is nearly finished as well. **But that's another story.**

Lastly, the motor. Yes, this too. Just the standard reconditioning to make the motor as quiet as a mouse: new rings, bearings, timing chain, valves and valve guides using bronze bushing in each rocker arm, and a new camshaft – I can advise club members how to do this work. A new water pump, and of course

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LIVING WITH PROSTATE CANCER

Our body's like a car: service it regularly

By Graeme Oxley, TCCV member #471

As a lot of TCCV members know, I was diagnosed with prostate cancer over 18 months ago. I elected to go down the radiation path and that was an excellent choice. Over this period my PSA reading has gone from 6.1 to 0.4. At this stage I have the PSA reading of a 20-year-old in a 73-year-old body. I am extremely happy with my outcome.

Recently, an article appeared in the *Herald Sun* that I thought was appropriate. Months before his 50th birthday, Alan White was diagnosed with early stages of prostate cancer. Standard treatment at the time was to surgically remove the prostate, which can lead to erectile dysfunction and incontinence side effects he wanted to avoid. He pushed back against the urologist because he needed to think on what he wanted to do.

In the following months he significantly improved his diet and lifestyle. Further tests revealed the cancerous cells were unlikely to spread. Instead, he was placed on active surveillance, with regular blood tests and a yearly physical check-up to keep an eye on his prostate gland. Fast forward to early 2011 and an examination found that his prostate was firm. His wife had her birthday and there was Valentine's Day, so not a good month to pick up what was found. This time the cancer was more aggressive. After much deliberation, Mr White chose to have his prostate removed.

He soon found out that his self-confidence and ability to maintain intimacy with his wife was affected. He began pelvic floor exercises and kept working with a physio. A year after the treatment he found his mental wellbeing was still suffering and chose to see a counsellor where he soon realised he wasn't the only man to face such dilemmas. Between 17,000 and 18,000 men are diagnosed every year and 3,000+ will die. There's about 126,000 men living with prostate cancer and that figure continues to rise. Mr White became involved with Navigate, an online resource overseen by the Peter MacCullum Cancer Centre, which helps men with prostate cancer decide what treatment is right for them.

You've got to find what suits you and your partner. You need to treat your body like your car: you need to get your body serviced, and that goes for your mental health as well.

I have had no issues with going down the radiation track and feel really great. If anyone wants to ask me questions on my approach to prostate cancer feel free to call me on 0413 135 779.

For more information go to:



Navigate – <https://www.navigateprostate.com.au/auth/index>



Peter MacCallum Cancer Centre

– <https://www.petermac.org/search?k=prostate+cancer&op=search>



Cancer Council Victoria – https://www.cancervic.org.au/cancer-information/types-of-cancer/prostate_cancer/prostate-cancer-overview.html



TRIUMPH Model Timeline (sources - Wikipedia & Triumph pre-1940 Motor Club)

MODEL (* TCCV owner/s)	ENGINE	YEAR
TRIUMPH MOTOR Co. Ltd.		
Triumph 10/20 (10 horsepower/20 brake horsepower)	1393 cc inline 4	1923 –1925
Triumph 15/50 or Fifteen Saloon	2169 cc inline 4	1926 –1930
Triumph 13/35 or 12.8	1872 cc inline 4	1927 –1927
Triumph Super Seven	747 cc inline 4	1927 –1932
TRIUMPH MOTOR COMPANY		
Triumph Scorpion & Twelve Six	1203 cc inline 6	1930 –1933
Triumph Super Nine & Ten	1018 cc inline 4	1931 –1934
Triumph Super Eight	832 cc inline 4	1932 –1934
Triumph Southern Cross 'Nine' Tourer	1087/1232 cc inline 4	1932 –1934
Triumph Gloria Ten	1087 cc inline 4	1933 –1934
Triumph Gloria Six	1476/1991 cc inline 6	1933 –1934
Triumph Dolomite 8	1990 cc inline 8 DOHC	1934
Triumph Gloria Vitesse	1767/1991 cc inline 4/6	1934 –1935
Triumph Gloria Twelve *	1232/1496 cc inline 4	1935 –1937
Triumph Vitesse 14/60	1767/1991 cc inline 4/6	1936 –1938
Triumph Gloria Fourteen	1496/1767 cc inline 4	1937 –1938
Triumph Dolomite 14/60 *	1767/1991 cc inline 4/6	1937 –1939
Triumph Dolomite Roadster	1767/1991 cc inline 4/6	1937 –1939
Triumph Twelve	1496 cc inline 4	1939 –1940
TRIUMPH MOTOR COMPANY	goes into receivership	1939
2nd WORLD WAR	War declared	1939 Sep.
STANDARD MOTOR COMPANY	purchase TRIUMPH MOTOR COMPANY	1944
TRIUMPH MOTOR COMPANY Ltd.	company formed	1945
2nd WORLD WAR	Peace declared	1945 Aug.
STANDARD-TRIUMPH		
Triumph 1800 Saloon Town & Country Saloon	1776 cc inline 4	1946 –1949
Triumph 1800 Roadster (18TR)	1776 cc inline 4	1946 –1948
Triumph 2000 Saloon (TDA)	2088 cc inline 4	1949
Triumph 2000 Roadster (TRA) *	2088 cc inline 4	1948 –1949
Triumph Renown MkI TDB *, Limousine, MkII TDC	2088 cc inline 4	1949 –1954
Triumph Mayflower *	1247 cc inline 4	1949 –1953

MODEL (* TCCV owner/s)	ENGINE	YEAR
Triumph TR1 / 20TS	2208 cc inline 4	1950
Triumph TR2 *	1991 cc inline 4	1953 –1955
Triumph TR3 *	1991 cc inline 4	1956 –1958
Triumph TR3A *	1991 cc inline 4	1958 –1962
Triumph Herald *	948 cc inline 4	1959 –1964
Triumph Italia 2000 Coupe	1991 cc inline 4	1959 –1962
LEYLAND MOTORS Ltd purchases STANDARD-TRIUMPH 1960 Dec.		
Triumph TR4 *	2138 cc inline 4	1961 –1965
Triumph GTR4 Dove	2138 cc inline 4	1961 –1964
Triumph Herald 1200	1147 cc inline 4	1961 –1970
Triumph TR3B	2138 cc inline 4	1962
Triumph Spitfire 4, Spitfire Mk I *	1147 cc inline 4	1962 –1965
Triumph Herald Courier Van	1147 cc inline 4	1962 –1966
Triumph Vitesse 6	1596 cc inline 6	1962 –1966
Triumph Vitesse Sports 6 <i>US version of Vitesse 6</i>	1596 cc inline 6	1962 –1964
Triumph Herald 12/50 *	1147 cc inline 4	1963 –1967
Triumph 2000 Mk I, Mk II *, TC *	1998 cc inline 6	1963 –1977
Triumph Spitfire Mk II *	1147 cc inline 4	1965 –1967
Triumph TR4A *	2138 cc inline 4	1965 –1967
Triumph 1300	1296 cc inline 4	1965 –1970
Triumph Vitesse 2-litre & Vitesse Mk 2 *	1998 cc inline 6	1966 –1971
Triumph GT6 Mk II *, MK III *	1998 cc inline 6	1966 –1973
Triumph Spitfire Mk III *	1296 cc inline 4	1967 –1970
Triumph TR5 *	2498 cc inline 6	1967 –1968
Triumph TR250	2498 cc inline 6	1967 –1968
Triumph Herald 13/60	1296 cc inline 4	1967 –1971
Triumph 1300 TC	1296 cc inline 4	1967 –1970
Triumph 2.5 PI Mk1, Mk2	2498 cc inline 6	1968 –1975
Triumph TR6 *	2498 cc inline 6	1969 –1976
Triumph Spitfire Mk IV	1296 cc inline 4	1970 –1974
Triumph 1500	1493 cc inline 4	1970 –1973
Triumph Toledo	1296 cc inline 4	1970 –1978
Triumph Stag *	2997 cc V8	1971 –1977
Triumph Dolomite 1850 *	1850 cc inline 4	1972 –1976
Triumph Dolomite Sprint *	1998 cc inline 4	1973 –1980
Triumph 1500 TC	1493 cc inline 4	1973 –1976
Triumph 2500 TC * & S *	2498 cc inline 6	1974 –1977
Triumph Spitfire 1500 Mk IV*	1493 cc inline 4	1974 –1980
Triumph TR7 * TR7 V8 *	1998 cc inline 4	1975 –1981
Triumph Dolomite 1300	1296 cc inline 4	1976 –1980
Triumph Dolomite 1500	1493 cc inline 4	1976 –1980
Triumph Dolomite 1500 HL	1493 cc inline 4	1976 –1980
Triumph Dolomite 1850 HL	1850 cc inline 4	1976 –1980
Triumph TR8 *	3528 cc V8	1978 –1981
Triumph Acclaim	1335 cc inline 4	1981 –1984

Note : Prototypes are not included

SITTING IDLE: ESSENTIAL MAINTENANCE FOR YOUR CLASSIC

Courtesy Shell Australia

Submitted by Alan Andrews, TCCV Member #572

We all know a sedentary lifestyle is bad for our health, but did you know the same applies to our cars?

Just like us, cars are made to move. While it's easy to think a car sitting idle is being preserved, its condition can actually deteriorate faster than if it were getting some regular 'exercise'. If your car is getting less use than it normally would, here's how you can keep it in tip-top shape.

1. Keep it turning over

Without use, a car's battery discharges, lubricants drain away from the mechanical components they're meant to protect, and seals dry out, all of which can spell trouble when it's used again.

The best preventative maintenance is a 15 to 30-minute drive every week or two to properly warm up the engine, keep the battery charged and get the lubricants circulating.

If you can't get out that far, shorter trips – or, worst-case, starting your car, letting it idle and giving the wheel a twirl and the brake pedal a squeeze – are better than nothing, but might not keep your battery sufficiently charged.

2. Keep it charged

A car's battery needs regular use to stay healthy and is typically the first thing to

suffer when it doesn't get it.

If you can't give your car a regular run and it's parked near a power source, a trickle charger can keep the battery charged, healthy and ready to go. At less than the cost of a replacement battery, it's affordable insurance.

3. Pick the right parking spot

Sun, moisture, dirt and other environmental elements all eat away at your car's exterior. Leave it in the wrong spot and you can accelerate this damage.

Obviously a covered, well-ventilated space is the best option, but if you don't have that, avoid parking under trees as sap can rapidly damage paintwork. Avoid parking on soft, permeable surfaces (i.e. grass, dirt) as they allow moisture to travel up into your car's nether regions. And don't let bird droppings and other muck accumulate – keep it clean.

A car cover is another path to better protection but needs to be used carefully – put one on a dirty car, wet car or car parked on a permeable surface and it can be worse than no cover at all.

4. Chock and inflate

If your car sits idle for really long periods, using wheel chocks to restrain it rather than the handbrake will prevent the handbrake from potentially sticking 'on', especially in wetter environments. Remember, too, that tyres naturally

lose pressure. Letting them stay flat can create flat spots and other damage, so keep them correctly inflated.

5. Brim your tank

A partly filled fuel tank sitting around for long spells increases the risk of evaporative and oxidative changes to fuel. This increases the risk of rough idling and poor performance, so it's a good idea to keep your tank filled.

6. Keep up scheduled maintenance

Your car's service schedule is based on time and distance. Even if you're not driving it as much, it still needs regular maintenance to keep it tuned, any issues addressed, and any consumables replaced within a use-by date – so don't skip your services.

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(Specifications can be supplied).

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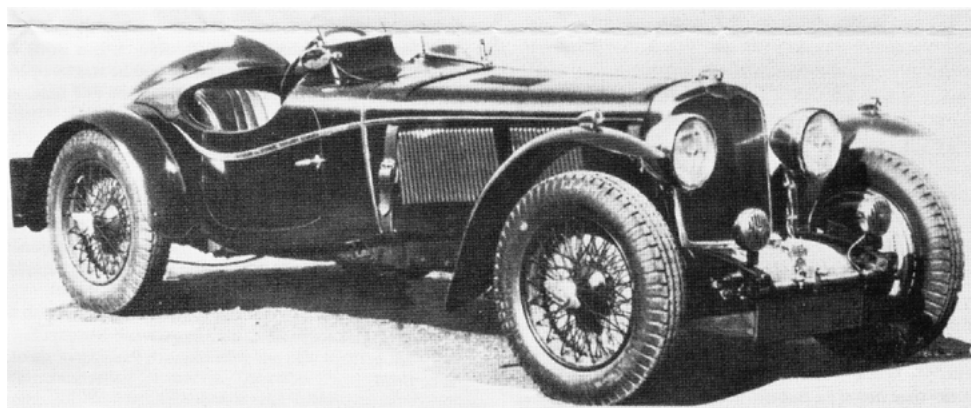
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THE SHORT HAPPY LIFE OF THE SENSATIONAL STRAIGHT EIGHT DOLOMITE (of 1934)

THEY ONLY BUILT THREE OF TRIUMPH'S MOST EXCITING HISTORIC SPORTS CAR

First published in the Triumph Sports Owners Association Newsletter, USA, June 1974

By John Dugdale, Editor



Very few photographs exist of the 1934/1935 Triumph Dolomite Straight Eight. This is Donald Healey's own competition car with "bicycle mudguards" instead of the long flared fenders intended for the fully styled job.

The '30s were not unlike later decades, even the '70s. "Why don't the British build a decent sports car" said the aficionados "like all those exotic Alfa Romeos, Maseratis and things, with double overhead cams, superchargers and whatever. . .?" They said it then and they're saying it still and they will go on saying it. But remember the manufacturer is in business not only to make good cars, but also to make good profits.

This then is a short happy story but with a sad ending. It's about an imaginative, energetic car constructor who listened sympathetically to the voices of the enthusiasts of his day and tried to do

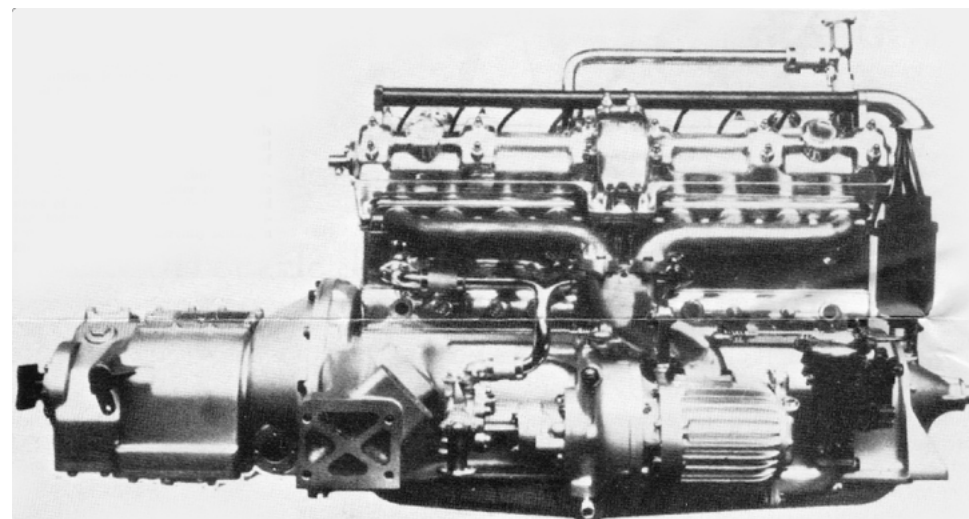
just what they asked. The brave man was Donald Healey who for all his 76 years today* has continued to build very special and successful sports cars but who did not quite make it with one of his early attempts 40 years ago.

This was the fabled birth of the Triumph-Alfa (and that might have been its actual name at one moment in 1934/1935. Healey was in charge

of development and competition at Triumph in Coventry when the company decided to build a 2-litre version of the famous 2.3 litre Alia Romeo supercharged Straight Eights, which had won four LeMans, two T.T.s and the Mille Miglia.

They consulted, according to Healey, with Alfa designer Jano and produced three prototypes. Healey claims Triumph had not only a first-class engine-drawing office at the time, but also "probably the best tool room in Coventry" and so were well equipped for the job.

The car was shown at the London Motor Show at the end of 1934 and Healey

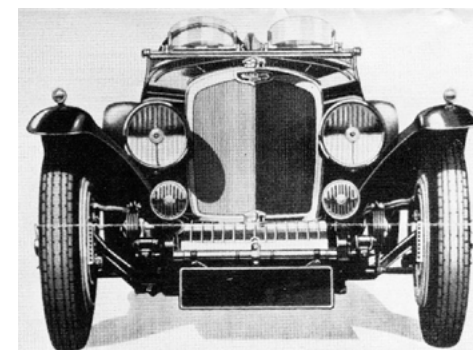


The Triumph Dolomite engine was a thing of beauty all right, with its eight cylinders arranged in two blocks of four and the twin overhead cam drive up the centre. Rootes type blower and preselector gear box were used.

drove them through the Monte Carlo rallies of 1935 and 1936. But before they could come into their own, the world financial crisis of that era proved too much for management and the ambitious project was abandoned for more prosaic machines. The Dolomite S8 was a beauty with true Italianate styling by Frank Warner but it was expensive too, at close to the price of the new Rolls/Bentley of that era, so that its sale would have to have been very limited.

And the moral is, 'You can sometimes get the same or more performance in an easier, simpler and less expensive way, but perhaps with not quite so much Panache or should it be Brio?'

* Donald Mitchell Healey died in 1988 (aged 89)



A rare front view of the Dolomite S8 taken from the sales literature, showing distinctive radiator, enormous brake drums and neat oil tank between the dumb-irons for the dry sump system.



Donald Healey entered 'ADU 4' in the 1935 Monte Carlo Rally. He was lucky to escape with his life when he was hit by a train in Denmark when trying to beat it across a level crossing. The front of the Dolomite was completely destroyed. In 1936 Healey entered the repaired and re-chassisised Dolomite (still registered 'ADU 4') in the Monte and this time finished 8th overall (highest placed British car).

A LITTLE LIGHT READING or SURFING?

A few recommendations from TCCV members on what to read, watch and surf.



WEBSITE

STANDARD-TRIUMPH WORKS DIRECTORY

A fascinating collection of reminiscences and photographs of people who worked at the Standard-Triumph Works.

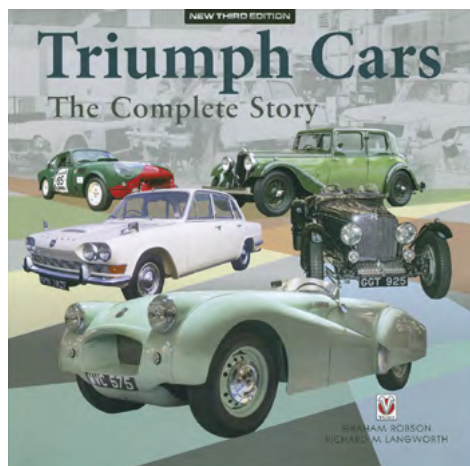


WEBSITE

Triumph: The rise and fall of an iconic Coventry brand

It's an iconic car marque that will forever be associated with Coventry but what became of Triumph?

Enda Mullen charts the rise and fall of an automotive powerhouse that can date its origins right back to the birth of the car industry.



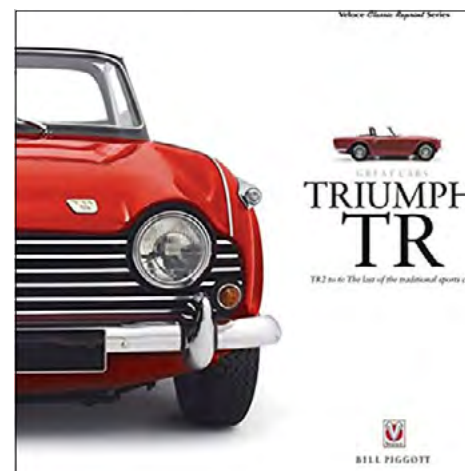
BOOK

Triumph Cars – The Complete Story

by Graham Robson and Richard M Langworth
New Third Edition
Veloce Publishing, 2018

Relating the story of Triumph cars is complex enough, but to include all the earlier events which persuaded Siegfried Bettman to begin car manufacture in 1923 is even more so. The authors, however – both of them experts in all things Triumph, the cars, and the political events surrounding them – have presented an enthralling story of the way the car-making side of the business came to prosper, was then afflicted by financial problems, and then rescued from oblivion by Standard in 1944.

Thereafter, Triumph once again became a prominent marque, eventually dominated Standard and (from the 1960s onwards) became an important cast member in the melodramatic events which involved Leyland, BMC and eventually British Leyland.



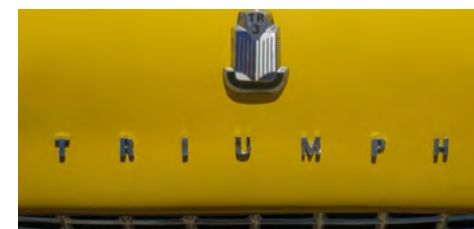
BOOK

Triumph TR: TR2 to 6: The last of the traditional sports cars (Great Cars)

by Bill Piggott
PITSTOP, 2016

The Triumph TR range is among the most popular of classic British sports cars on both sides of the Atlantic. "TRIUMPH TR - TR2 to 6: The last of the traditional sports cars", as the title suggests, covers the cars from the basic four-cylinder TR2 introduced in 1953 to the hairy-chested six-cylinder TR6 that finally bowed out of production in 1975, to be replaced by the unloved TR7.

A lifelong sports car enthusiast, Bill Piggott has served as principal registrar of the TR Register and also as archivist. His access to factory records and archives has provided him with a unique opportunity to thoroughly explore Triumph TRs. Since buying his first TR in 1970, he has owned examples of virtually every model.



YOUTUBE VIDEO 20' 24"

The Triumph TR Story – YouTube

Triumph produced what might be the perfect open top sports car in the 1950s and '60s. A daily driver during the week, a track-day car at the weekends, and a whole heap of fun every day of the week! For much of their life they battled MGs and Porsches for victory in the open top arena ...

You Tube [CLICK HERE](#)



YOUTUBE VIDEO 25' 58"

This is Triumph

Like many auto companies, Triumph started out making bicycles but like the others found a new life in the four-wheel world.

You Tube [CLICK HERE](#)

What do you get for your money when you buy the Datsun half shaft upgrade?

By Iain Perrott, Member #820

(Photos courtesy of Ken in WA)

On one of my trips to see how the roadworthy was progressing at Fairfield Motors, I was having a good chat with Graeme Foo who said that he had test driven the Stag a few times, and that there was an annoying drive/transmission vibration which he could not locate. Even when the car was given a run on the hoist. Graeme also gave me his phone number as he said, 'I live close to you if you should need some help one day'. Again, when the Stag was handed over that background vibration was always there which I and others could not track down. It just took the edge off that total enjoyment driving the Stag compounded by the fact the previous owner spent thousands on many upgrades like Datsun half shafts, King springs and top-quality Michelin tyres to improve the quality of the car.

Last year I attended the TCCV overnight Winton racetrack run and, on the way home, the Stag developed rear wheel wobble/vibration. Next day I jacked the back wheels off the ground and found a bearing had failed in one of the rear wheel hubs. I rang Graeme, now retired, and explained my problem and to see if he was doing any work from home. He said to cut my losses and to replace the old half shafts with the new constant velocity shafts, which I did.

Thanks to Tony Zuiderwyk who installed them. He also re-threaded some of the hub studs, a common fault in Stags. After some initial teething trouble, we took the Stag for a test run and it ran so smoothly, we did a second perfect run and then it dawned on me – the ever-present vibration had also gone. Thank you Tony.

He also suggested I should sell the old shafts – as only a bearing had failed and the Datsun shafts appeared in excellent condition – to recoup a little money. Graeme Oxley put them on the website and they were bought by Ken in WA.



I photographed the shafts (photo 1) before despatching, and for the first time with the shafts placed together I noted they were of different lengths which I thought was odd as the Stag has a centralised diff.

A couple of weeks later Ken rang to say he had cleaned and dismantled them and asked did I know that one had been cut, hence that answered why one was shorter. What Ken discovered by comparing my old axle to other axles he had was that the Datsun yoke had been cut off, shortened and replaced with a drilled-out Triumph yoke and welded

back onto the Datsun axle/shaft. After a long chat in disbelief, we concluded the shaft was being prepped for a TR which has a narrower wheel base than the Stag.

This brought me back to where I started at Fairfield Motors when they were trying to track down the vibration in the Stag. Richard told me that one of the universals shimmered while under test on the hoist, but he had dismissed it as wheel vibration as the Stag had been fitted with the Datsun upgrade. With Ken's findings it would appear that Richard's observation was probably correct – the cut and shut was not running true and hence the oscillating was causing that annoying vibration.

The other very interesting facts that Ken researched from the Datsun website (see photo 2 and the two stripped down shafts in photo 3) – the exploded view from the Nissan site shows that their axle is designed with 4 drive grooves with 3 separated drive balls to each groove which means 12 drive balls per shaft to transfer the power and slide in and out with the axle movement/travel.

When Ken stripped down my old shortened half shaft it had only 8 balls, 2 in each groove, as there wasn't enough axle left when the shaft was extended back to the Stag axle width/length which definitely isn't as strong as Nissan designed, but by far the greater problem is now we only have a 60% axle tube overlap instead of the designed 90%. This lack of overlap allows axle whip and



subsequently more vibration.

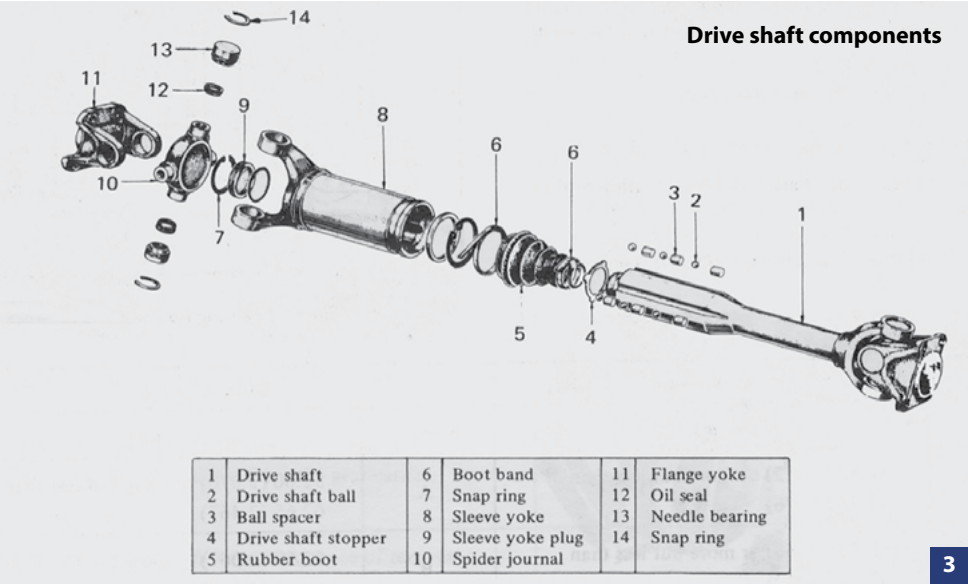
Please remember this work has been done by an engineer or engineers then painted so as to appear and then sold as a true Datsun upgrade conversion for a Stag, and also bear in mind that these are generally made in pairs. I had one of the pair so what unsuspecting sucker has the other one?

So please check your Stag!

Thanks to Ken this would have to be a 1-in-a-100 chance of someone stumbling over or even stripping down the half shafts and uncovering the tampering which is exposed in this article. As

Richard said, the vibration can't be the half shafts as the previous owner paid for the Datsun UPGRADE.

For me, I have the answer to a five-year problem that should have never needed to be answered.



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MEMBERS' INFORMATION

By *Roger McCowan*, Membership Secretary,
TCCV member #8, membership@tccv.net

To our new member – **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 permitted and in your area. If technical or originality help or advice is required please contact the club Car Advisor for your vehicle model (see the TCCV website for contact details).

Club Membership

As at 30 September, our total membership stood at 256, down from last month with two members advising that they won't renew, but including one new member who joined during September.

Jeffrey Herbert Spitfire

By the end of September, there were still 18 members who had not actioned their renewal reminders, despite the absolute deadline being **30 September**. If you have misplaced (or can't find) your renewal notice, please email me (address above) and I will send the renewal notice by return email. Payments were due by **30 June**.

A reminder that a Club Permit Scheme 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

Wearing name badges at meetings and events helps members get to know each other and identifies TCCV members at public events. Send me an email if you require additional/replacement badges (\$10 each).

TCCV Membership

\$60.00 Annual Membership, with a **\$10.00** membership fee discount for eTrumpet in preference to a hard copy of the club magazine.

\$20.00 one-off joining fee applies from 1 July to 31 December only.

Additional membership information, including an application form, can be downloaded from the club website.



The Club Permit Scheme

There have been some minor changes made to the Club Permit Scheme (CPS) which you need to understand if you have a CPS car. To check details, go to the VicRoads website:



EVENT PHOTOS

Send your photos taken at TCCV events to the TCCV Photo Master, Nick Rix (photos@tccv.net) and he will add them to PhotoBucket, our online digital storage facility.

Our Shutterfly storage has been discontinued.



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Email all Committee members		committee@tccv.net	

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	Peter Welten		0409 511 002
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Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

CAR ADVISORS

A number of TCCV members are subject matter experts when it comes to particular Triumph car models and are happy to assist other members as 'car advisors'. If you need any help or advice about your particular model, see 'Contact Us' on the website for contact details of the relevant car advisors.



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