

The TRIUMPH

November 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.

Life Members

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

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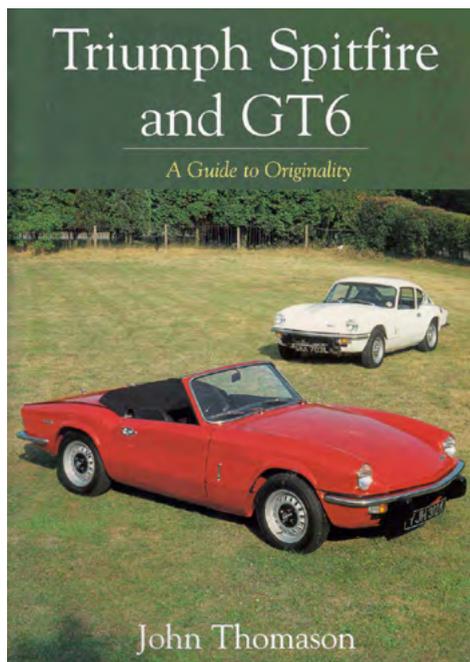
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Trumpet design and production:
Fran Madigan, editor@tccv.net

A LITTLE LIGHT READING or SURFING?

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



BOOK

Triumph Spitfire and GT6: A Guide to Originality

by John Thomason
Crowood PR (1 June, 1995)

The Spitfire was one of Triumph's longest running and most successful models, and remains extremely popular today.

The product of extensive research, Triumph Spitfire and GT6 — A Guide to Originality is both the definitive study of the cars, chronicling all the changes that occurred between the different models, and a handy reference guide to help owners carry out authentic restoration.



YOUTUBE VIDEO 27' 47"

Triumph Spitfire - 1965 Le Mans 24hrs (19th June 1965)

You Tube [CLICK HERE](#)



YOUTUBE VIDEO 11' 53"

Why Triumph's Spitfire was almost NEVER MADE

The Spitfire is a beautiful automobile, a thing of wonder penned by an Italian genius, but it almost never happened. If not for a chance find in the dusty corner of a factory it would have remained merely a "could have been". But Triumph produced a car that still inspires new creations today and has a strong and loyal fan base around the world, nearly sixty years since it burst on the scene.

You Tube [CLICK HERE](#)

EDITOR'S NOTE

By Fran Madigan, TCCV member #904

It's November already, and with the Melbourne Cup Day public holiday – and most COVID-19 restrictions – behind us, we can now look forward to Christmas.

There are now more events coming online – you'll find details in 'What's Around the Corner?', but make sure you check the TCCV website for the latest information and registration details.

As well as our next general meeting on 17 November, the Christmas Picnic on 12 December at President Roger Makin's home, and the New Year's Day lunch – on New Year's Day! – will provide us all with the opportunity to catch up after so many months of pandemic lockdowns.

This month's front cover story is about Les O'Hanlon, who joined the TCCV in early 2019 following the purchase of his 1966 Spitfire Mk2. After ironing out a variety of problems, the car is now running perfectly. However, since then, Les has faced some challenging medical issues, but we look forward to seeing him in his Spitfire at club events in the near future. A couple of videos and a book about the Spitfire, together with a 2015 story about Spitfires at Le Mans, provide more background information about this beautiful model.

The camaraderie of the TCCV is brilliantly displayed in the restoration story of Jerome Maller's Stag. So many TCCV members provided assistance and recommendations – a wonderful collaborative effort culminating in a fabulous result.



Peter Welten has provided some information from the Federation of British Historic Motor Vehicle Clubs' environmental fact sheets which includes some interesting statistics – and topical, given COP 26. And Alan Andrews has some good information regarding tension wrench data.

Keep your articles and photographs coming in, and enjoy your Triumph journeys.



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:

7.30pm on the third Wednesday of the month at the Manningham Hotel & Club, 1 Thompsons Road, Bulleen VIC 3105

Register on the TCCV website by midnight the day before the meeting.

NOV. 17 / TCCV – General Meeting

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

Drive your classic around Phillip Island Grand Prix circuit. \$295, or \$245 for MSCA affiliated club members and \$195 for under 18 junior and women members.

More information: **Bruce Astbury**
email mscapresident@msca.net.au, or register



NOV. 20 / TCCV Technical Day

Meet at Peter Welten's home at 23 Boxtree Road, Montrose, at 10am. Including a Q&A session with Mal Clark. Send questions if research is likely to events@tccv.net
Register by **17 November**:



NOV. 28 / 30th Anniversary Rob Roy Historic & Classic Hillclimb

Clintons Road, Christmas Hills.



DEC. 12 / Christmas Picnic 2021 at President Roger Makin's

Spit roast and desert catered event.
Other details TBC. Register by **Friday 10 December**:



2022

JAN. 1 / New Year's Day Lunch

Meet at Brandon Park Shopping Centre car park for a 10am convoy departure. Arrive for lunch at Kirks Hotel, 774 Esplanade, Mornington, at 11.30am. Register by **28 December**:



JAN. 19 / TCCV – General Meeting

FEB. 10 / Drive Your Triumph Day

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



FEB. 20 / British & European Car Show

Commemorating 60th anniversary of the Spitfire and including MG Annual Concours. Yarra Glen Racecourse. Register by **13 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

It is with trepidation but optimism that I at last believe we may be on a road to recovery.

Peter Welten, our Vice President and Event Organiser, has gone into overdrive to ensure we have activities to attend starting with the Wangaratta weekend trip on 12-14 November.

On Wednesday evening, 17 November, we will return to the Manningham Club for a General Meeting and belated Trophy Presentation night. Please bring your partners along and make this a night for our trophy winners to remember. Many of you participated in enjoying meals and socialising prior to the meetings in the past and I hope we see many more of you attend on 17 November.

A "Tech Day" will be held on Saturday 20 November at the Weltens' home that will be another great opportunity to socialise and ask about all your tech issues.

As is tradition, there is no General Meeting in December as we have our Christmas Party on Sunday 12 December and I look forward to seeing all those lockdown polished cars on the day.

2022 starts off with our New Year's Day luncheon that is traditionally well attended and I hope will be so again.

Throughout the past two years and 262 days of lockdown we have still managed to increase our membership



and would encourage new members to attend the events above so you can participate in fellowship and assistance with your fellow members.

On a more administrative note, ALL TCCV events will require formal proof of double vaccination or exemption to attend. When attending venues this will be administered by the venue and at other locations the TCCV will have specific QR codes. Therefore, ensure you have your vaccination certificate (or exemption) linked to your Victorian Service app on your phone (or other officially accepted form) to ensure you are not excluded from events.

I look forward to seeing you all soon. Take care and stay safe.

THE COVER STORY

By Les O'Hanlon, TCCV member # 943

At the age of 17, I joined an army CMF Transport Unit as members could drive at 17. By the time I was 18 I already had army driving licences for most vehicles from small 4WDs up to low loaders.

My first car was a 1948 Austin 8 which I bought for £60. At that time, my salary was £14 per fortnight and I paid the seller £10 per fortnight until it was paid in full. I covered many hundreds of miles in this vehicle without a civilian driving licence. Looking back, I am amazed I was never pulled over or had a request to show my licence.

In mid-1961, now with a civilian licence and my own vehicle, I resigned from the CMF. Since then, I have owned over 30 vehicles, but the one I remember the most was a 1969 Chrysler Royal. It was made in Australia but was a typical 'Yank Tank'. Weighing nearly 2 tons with a large V8 motor which propelled it to a top speed of 119 miles per hour, its best fuel economy was obtained at 90mph – in those days there was no absolute speed limit on country roads so at most times I travelled at this speed. After 60+ years driving I am proud to say that I have only been in one minor accident with both cars able to be driven away.

In early 2019 my son, a Triumph motor bike fanatic, made me aware of a 1966 Triumph Spitfire Mk2 for sale.

After a short drive I purchased it. We discovered it had an intermittent fault in the engine and replaced all the electrics, but the problem remained.



We decided it must be a fuel issue. After removing the tank and cutting a hole in the top of it we discovered a large piece of heavy cloth. It had evidently been in the tank for some time and was probably causing small fuel blockages.

We also discovered small surface rust spots and a dent in the bottom of the tank which had been filled with body filler, covering a number of pin head size holes. We decided to fix the problem permanently by coating the inside and outside of the tank with a special resin usually used to coat fuel pipes that supply fuel to planes at major airports. It is expensive but is guaranteed for 50 years.

By now the car was running perfectly and on 22 October 2019 I registered it with club plates.

I thought that all problems had been overcome and that I would be able to take the Spitfire on trips and attend

club functions. Alas, this was not to be, as two weeks later I was diagnosed with three rare forms of Leukaemia, one of which only affects 50 Australians a year.

Although I felt well, I was told that without medication I would only last a year or so. There are only three medications usually used for this form of cancer, but my body rejected all of them causing major health problems requiring hospital admittance.

My specialist applied for permission from the Department of Health to treat me with a different drug. It is expensive, costing \$90 per tablet, and I take two a day. Thankfully it is supplied under the pharmaceutical scheme. It is keeping the effects of the Leukaemia at bay but it has a number of major side effects, one of which is fatigue, limiting my

driving time to short trips only.

Initially my driving was limited to 30 minutes but I am now able to drive for an hour at a time. The Spitfire log book shows that in the past two years I have only driven it eight times.

Despite driving limitations, I do enjoy pottering around it, sitting in it and dreaming of the day when I can join with the club on a drive somewhere.



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Getting the facts straight: Spitfires at Le Mans

By Allan Walton

First posted in *CARS, MOTORSPORT 2015*

“Well of course, we’re past and present winners at Le Mans,” said the Porsche owner – he was deep in conversation with a Triumph owner who, alas, didn’t have an answer to that remark. It was time for me to step in, add my tuppence worth to the conversation and, in doing so, single out the Triumph Spitfire’s brief but rather successful Le Mans career.



Works racing and rally Spitfires appeared for only two seasons – 1964 and 1965 – a programme that resulted in the 1964 manufacture of four race cars (ADU 1B-4B) and four rally cars (ADU 5B-8B), with a fifth rally car (ADU 467B) being built specially for Valerie Pirie – Stirling Moss’s secretary. In 1965 two more works cars were built – ERW 412C was a race car built for Bill Bradley, whilst AVC 654B was intended for rally use by Simo Lampinen.

As Triumph wound up their works effort at the end of the 1965 season, they also

bolted together a one-off, open-topped race car, which went to the Hong Kong Triumph agent, Walter Sulke, principally intended for competing in the Macau GP.



Apart from the Macau car, the other Spitfires all ended up wearing a fixed, fibreglass fastback – moulded from the prototype Triumph GT6. They ran 1147cc engines, at first with the standard cast-iron head until later when an alloy head was homologated. With modified suspension, a TR4 gearbox, and highly tuned engines the team entered four Spitfires into the 1964 24 Hours of Le Mans. During the event only three cars started – ADU 1B and 3B crashed, but ADU 2B, driven by David Hobbs and Rob Slotemaker, finished in 21st overall.

For 1965, the Spitfires went on a diet, which included replacing the TR4 gearbox with GT6 units. In this form they competed at Sebring and Le Mans, with ADU 4B emerging as a class winner – a fitting end to the Spitfire’s circuit career.



The rallying Spitfires competed successfully in the Alpine, Tour de France, Paris 1000 Kilometres, and Geneva rallies in 1964; the following year Spitfire teams took on the Monte Carlo, Tulip, Alpine, and Geneva rallies, while Valerie Pirie entered her car for the RAC rally. The high-water mark of the Spitfire’s rally career was the 1965 Alpine Rally, where the cars won their class and the prototype category against the far more powerful Porsche 904s. Very few of these special Spitfires have survived to the present day.



A Stag Transformation

By Jerome Maller, TCCV Member #990

September 2021

I had wanted a Stag for over 20 years after going for drives in one belonging to a friend. After searching for a Stag to buy late last year and missing out on three of them (they sold before I even got to inspect them), I bought one without having it checked out by a Stag owner or mechanic. The engine and all mechanicals (gearbox, steering rack, suspension. etc.) had been rebuilt or replaced in 2013, and the body had undergone a full bare metal restoration at that time. A larger bore stainless steel exhaust system had also been installed, as had electronic ignition. The pictures I looked at gave the impression of a Stag in beautiful condition, but pictures can be deceiving, especially when the seller is not very truthful. It may have been a mistake, but it did begin my (at times frustrating) adventure on making a rather sad Stag into something I am now quite proud of.

On January 5, 2021, my 1974 Stag arrived in Melbourne from Cairns via Sydney. It wouldn't start (maybe an omen?) so Roger Makin kindly transported it to a mechanic in Bayswater. After quite a few hours working on it, the mechanic worked out that the wiring to the ignition was faulty and the battery was not salvageable. So began my Stag journey.

A quick inspection on a hoist revealed widespread rust – not overly surprising given that it came from the hot and sultry Cairns environment. Argh! Mal Clark recommended a great panel



From top to bottom: 1-3 Rust in the floor and sills.
4 Soft top front metal header rail.

beater who did a superb job replacing the rear floor pans, right-hand outer sill, and repairing other rusted areas of the car including the boot and parts of the A pillar.

Lots of the aesthetics were beyond repair, so I soon became very familiar with Rimmers and Robsport! New door trims, puddle lights, windscreen and seal (it was also missing the chrome surrounds so I got some from a wrecker and then Gary Tischler repaired them), window capping, new front lights and new lenses (side and rear), new dual horns, etc. Roger Makin and Laurie Ellul got the ball rolling by fitting the BW35 venting pipes (they were missing) and removing the broken soft top, and then I did what I could with my limited car repair skills such as getting the fuse box nice and clean, fixing the lighting electricals, and detailing the paintwork. Then I met Michael Lauder who proceeded to work his Stag magic and did basically everything else for me, including fitting new rocker cover gaskets (the old ones were leaking), outer sill chrome strips, tuning the carburettors, installing an air intake duct and gaiter (they were missing), lower radiator guard (also missing; I sourced it from Peter Cooper in Perth – great guy!), new tonneau cover cables, new tonneau rubber seal, new updated 70A alternator, stripping the rocker covers and air intake and painting them silver and dark gray, replacing the coolant overflow bottle (with one that worked), replacing the power steering high pressure hose (the one it came with was close to bursting!) and new glovebox checklink cable (and Richard Cole made



From top to bottom: Michael Lauder and Richard Cole got straight to work; retro head unit; boot light switch; centre arm rest.

a very clever glovebox spring so that the lid wasn't always getting stuck).

I watched and listened while Michael explained everything he was doing which was extremely informative and a real learning experience. Richard showed his contortionist skills by replacing my heater control valve (using a clever tool that Peter Cooper loaned to me) and refitting the heater control cables, and then Michael flushed the matrix and installed the new heater hoses (the heater was bypassed when I got the car). In the meantime, I sold the wire wheels that the car arrived with and replaced them with Stag alloys that were almost new (thankyou Terry Sully) and got some nice new shoes fitted on them. I then fitted new fuel vent pipes, followed by installing a dual choke cable (it only had a single choke cable which is of no use in a dual carburettor; thankyou Richard for the dual choke cable), and Michael fitted an additional bonnet release cable.

The engine had been rebuilt in 2013, and it ran beautifully, but had some coolant leaks – Michael and I spent many hours trying to work out the source. There was a slight dribble from the thermostat housing so we fitted a new gasket, but the leak continued (from somewhere). There had been a strong fuel smell since Day 1, which turned out to be the fuel filler hose (it was rock hard and leaking at the base), so a new one was sourced and fitted. I later noticed that one of the carbs was slightly leaking, so I bought refurb kits for both of them and Michael then rebuilt my carbs with the new kits. After we fitted them, Michael tuned it all

up beautifully, and then ... a gush of coolant down the V. Argh! Water pump. So, we removed the inlet manifold followed by the water pump. The pump looked ok (other than an insect stuck to it!) so I ordered a gasket and rubber seal repair kit which I am now waiting to arrive.

Optional stuff was fitted (which was quite fun, relative to most things above), like lamb's wool seat covers, a new retro-looking stereo, dual voice coil front dash speaker (harder to fit than I thought it would be!), Stag mudflaps, wind deflector, StagWeber header tank, LED dash lights (and LED B pillar light), driving lights (using the heated rear window switch and a new relay to control them), and fitting a boot light switch (very handy). Roger Makin kindly donated his boot luggage rack which came up like new after a couple of hours of autosol polishing (!). I also made a centre arm rest (which is nice and comfortable), some B pillar hole fillers, and fitted a tiny green LED to illuminate the heater controls. I then placed two small red LEDs into little jiffy boxes and mounted them onto the luggage rack, and hooked them up to the brake lights.

As with a lot of Stags, the original Kienzle clock was broken. I shopped around and found a very cheap one on the internet. It ticked but the hands didn't move, and it was slightly too wide (it was from a 2500S). Michael managed to get it working (of course), and is now proceeding to transplant its internals into something that is the exact same diameter as the Stag clock (52mm). Amazing.

A major part that is now a focus, and proving to be a monumental effort, is the soft top. It was clearly beyond repair (or so I thought; incorrect parts (bolts, nuts, washers, spacers) had been used, and all of the metal arms were bent and some parts were snapped) so I proceeded to make my own using material from a Jeep Cherokee and shaping it to fit the Stag, and then fitted some magnets to hold it down. It worked reasonably well except when there was wind! But Michael enjoys a challenge, so he straightened everything on the original frame and took apart the front metal header rail and rebuilt it from scratch, including fabricating and fitting new hinges and rivets. I have a new frame pivot bolt kit and a new seal kit which we intend to try and fit when the weather warms up.

I have bought a number of other parts (new wheel bearings, gaiters, bushes, bumper over rider rubbers and seating strips, etc.) and will (try to) fit them

when time allows. On my wishlist is an oil pressure gauge, thermo fans and rechroming the bumper bars. Eventually, one day, I will treat it to a full bare metal respray as bubbles are coming through, and take it back to its original colour (Magenta).

The hard top has rust so it will stay against my garage wall, probably for many years to come.

Every drive in my Stag is an experience. British, 1970s, stylish and classy, 2 door, convertible, V8 with a superbly unique rumble. I am very proud to have a Stag. A big thankyou to Roger and Linda Makin for taking me under your wings from the beginning. A special thankyou to Michael Lauder for being so incredibly generous with your time in taking my Stag to the next level (or rather, a few levels), and for providing me with extensive knowledge of the Triumph Stag and of car mechanicals and electricals per se. Thankyou also to



Richard Cole for your efforts in helping me get my Stag to a state where I can be truly proud of it, to Graeme Oxley for your advice and enthusiasm, and to Mal Clark for recommending a remarkably talented panel beater. And of course thankyou TCCV for making me feel so welcome.

A Stag is not just a car, it is a journey to be treasured.



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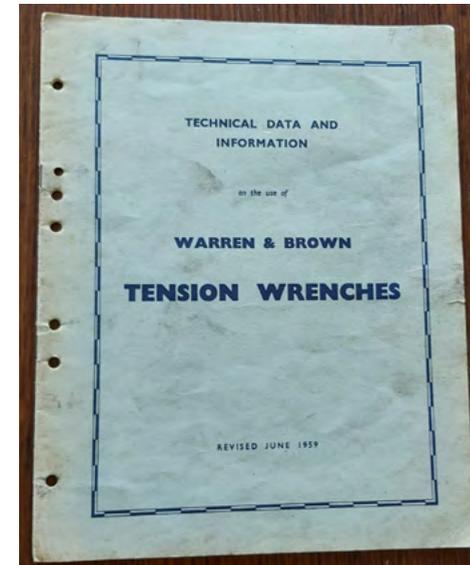
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TENSION WRENCH DATA

By Alan Andrews, TCCV member #572



I received a booklet entitled *Technical Data and Information on the use of Warren & Brown Tension Wrenches* recently. It is the revised edition of 1959. From 1949, Warren and Brown Pty Ltd was a division of Repco Limited. It patented its now world-renowned Deflecting Beam torque wrenches in 1948 and they are still used today. encyclopedia.com mentions they developed the "world's first Cylinder

Head machine of factory service tools for Ford, GMH and Nissan" in the 1960s, got into CNC in 1977, designed wire strippers for Telstra in 1986, and have their head office in Melbourne. An interesting company, but I digress.



The booklet has conversion tables of foot-pound into metre-kilogram, and vice versa. A full specification list of tension wrenches they sold, a definition of "torque", the order of tightening head bolts, and torque maximums for certain sized mild steel bolts and spark plugs. The rest of the booklet is a multi-page table of torque values for nearly every make of car's cylinder head, conrod and main bearings, including Triumph. Post and pre-WW2 English and selected American and European cars, even some tractors too.

Below is the "Triumph Table". Torque values are in feet-pounds:

Year	Model	Cylinder Head	Conrod	Mains	Remarks
1950 – 53	Mayflower Renown	35 – 38 50 – 65	35 – 38 42 – 46	90 – 100 90 – 100	
1948 – 54	2000	60 – 65	42 – 46	90 – 100	
1953 – 58	TR2, TR3	100 – 105 cold	55 – 60	85 – 90	Flywheel 42 – 46
1946 – 49	1800	60 – 65	40 – 45	85 – 90	
1949 – 51	Renown	60 – 65	42 – 46	90 – 100	Vanguard engine

The Federation of British Historic Vehicle Clubs' environmental fact sheets relating to the historic fleet in the UK. Compiled from its National Survey,

they show the type of work that a national body should do to protect the image of the national movement. (From Peter Welten, TCCV member #546)

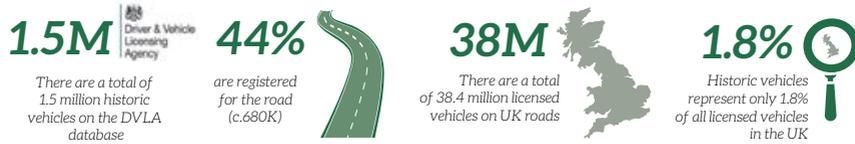
Research > Paul Chasney

THE NATIONAL HISTORIC VEHICLE SURVEY 2020/21 ENVIRONMENTAL FACT FILE



#1 OLD VEHICLES ARE DIRTY, SMELLY & POLLUTING - RIGHT? WELL NO ACTUALLY! CONSIDER THESE FACTS A-D:

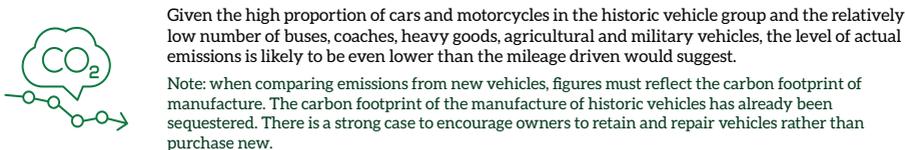
A. There are not that many historic vehicles compared to the total number of vehicles on UK roads today.



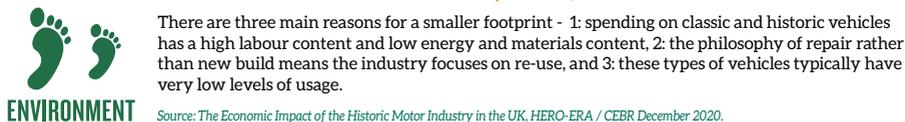
B. Historic vehicles are not driven very far each year which means they don't actually account for that many miles.



C. Total emissions from fuel used by licensed historic vehicles are low by comparison to those emitted by all other licensed vehicles.



D. The environmental footprint associated with historic vehicles spending is smaller than that of normal consumer spending.



YES, THERE ARE SOME EMISSIONS BUT THESE ARE HERITAGE ASSETS



#2 HISTORIC VEHICLES STILL CAUSE SOME ENVIRONMENTAL POLLUTION SO SURELY YOU SHOULD STOP USING THEM?



Of course historic vehicles cause some pollution but owners are aware of the environmental issues, and we have seen this from our survey. The FBHVC is committed to carbon zero.

Already, 35% of enthusiast owners either contribute to a carbon off-set programme or would do if a suitable programme was available

The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

#3 NEARLY 1 IN 3 OF THE BRITISH POPULATION THINK THAT HISTORIC VEHICLES SHOULD BE USED RATHER THAN SIT IN A MUSEUM



We know from previous research that a significant proportion (32%) of the population think that historic vehicles should be used rather than sit in a museum and that nearly half (48%) believe they should be preserved for people to enjoy in the future.

A similar proportion believe historic vehicles are an important part of our heritage.

HISTORIC VEHICLE ANNUAL MILEAGE

Source: 2020 National Historic Vehicle Survey



The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

For more information please contact: environmental@fbhvc.co.uk

For more information on the survey or other opportunities to get involved email: research@fbhvc.co.uk



KNOW YOUR SUPER SEVENS

Identifying the approximate age of Super Sevens is helped by the radiator grille surround styles. 1927 to late-1929 Super Sevens have a grille surround of the same design as the larger 10/20,

13/35 and Fifteen models. Late-1929 to late-1931 models had 'ribbon' style surrounds and the late-1931 to 1932 models had Art-Deco style flutes at the top and bottom of the surround.

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MEMBERS' INFORMATION

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

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 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 31 October, our total membership stood at 248, with five new members joining during October, with a variety of vehicles – very nice to see!

Ron Geurts	Dolomite
Darryl Johansen	2500S
Mark Pellington	Stag
Kav Rodrigo	TR6
Roger Tart	Stag

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 following link on 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.

CLUB  **CONTACTS**

COMMITTEE

President	Roger Makin	president@tccv.net	0447 762 546
Vice President	Peter Welten	vicepresident@tccv.net	0409 511 002
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	0488 168 246
Committee Member	Pam Baker	committee2@tccv.net	0488 909 052
Committee Member	Paul Newell	committee3@tccv.net	0404 052 364
Email all Committee members		committee@tccv.net	

VOLUNTEER POSITIONS

Advertising Officer	-	-	-
AOMC Delegates	Colin Jenkins	aomcdelegates@tccv.net	0412 484 995
	Terry Roche		0404 391 511
	Peter Welten		0409 511 002
Book Librarian	David McLean	booklibrarian@tccv.net	0425 465 336
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	0419 113 517
Club Permit Officers	Noel Warden		0448 081 947
	Peter Mayer		0412 124 524
	Denise McGuire		0438 231 207
	Terry Roche		0404 391 511
Clubmanship Points Collator	Peter Welten		0409 511 002
Collation Coordinator	Brian Churchill	collation@tccv.net	0488 168 246
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinators	Peter Welten	events@tccv.net	0409 511 002
	Graeme Oxley		0413 135 779
Media Liaison Officer	-	-	-
Membership Secretary	Roger McCowan	membership@tccv.net	0439 711 381
Photo Master	Nick Rix	photos@tccv.net	0412 479 903
Regalia Officer	-	-	-
Scrutineers	David Ferguson		0417 463 110
	Peter Welten		0409 511 002
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	0407 375 753
Triumph Trading	Fay & John Seeley	trading@tccv.net	0491 107 869
Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

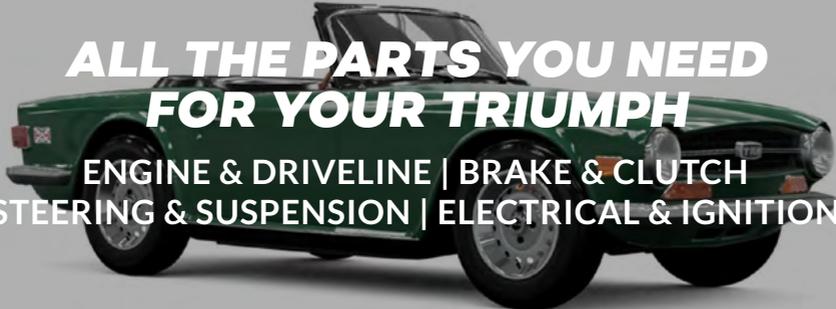
CAR ADVISORS

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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