

The TRIUMPH

October 2024

TRUMPET

The Triumph Car Club of Victoria Magazine



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From Wikipedia, the free encyclopedia

Triumph TR2

The Triumph TR2 is a sports car produced by the Standard Motor Company in the United Kingdom from 1953 to 1955. It was most commonly available in open two-seater form.

History

Standard's Triumph Roadster was outdated and under-powered on arrival. Company boss Sir John Black's attempt to acquire the Morgan Motor Company failed, but he still wanted an affordable sports car, so a prototype two-seater was built on a shortened Standard Eight chassis, powered by the Standard Vanguard's 2-litre straight-4. The resulting Triumph 20TS prototype

was revealed at the 1952 London Motor Show.

Black asked BRM development engineer and test driver Ken Richardson to assess the 20TS. After he declared it a "death trap", a project was undertaken to improve the design; one year later the TR2 was unveiled. It had better looks; a simple ladder chassis; a longer body; and a bigger boot. It was loved by American buyers, and became the best earner for Triumph.

"TR" stands for "Triumph Roadster". Period advertising named the car T.R.2. A total of 8,636 TR2s were produced. In 1955 the more powerful TR3, with a re-designed grille and a GT package that included a factory hard-top, replaced it.

For more, go to page 6



Welcome to the October Trumpet.

Following the August AGM, the magazine will now be produced six times per year.

This month we have a detailed look at the beautiful Triumph Roadster – the TR2 – one of Standard Motor Company’s most successful models. And TCCV member, Ian Cuss, tells us about his own TR2, Trudy.

Thanks to Alan Andrews, Jenny and David Ferguson, and Peter Welten for the comprehensive report on their recent UK tour. An incredible adventure, with access to places and events that most people rarely have the opportunity to enjoy.

Congratulations to all the new and continuing Committee members and volunteers who were confirmed at the AGM. And thanks to all those who have ‘retired’, including the now past-President, Peter Byrnes.

Well done to all the TCCV award winners, who were also announced at the AGM: Roger McCowan, who won the Stan Fisher Award for contributions to the *Trumpet*; Darryl Misso who was awarded the Shipley Award for the most improved car (TR6); Anne Welten, who was named as the Ladies’ Club Champion; Peter Welten for the Men’s Club Champion; and to Fay and John Seeley for the President’s Award for services to the TCCV. Thanks to all of

you for your efforts to make this such a great car club.

As ever, you are all encouraged to continue to contribute to the TCCV by suggesting or organising activities, attending events, writing articles – or suggesting content – for the *Trumpet* magazine and TCCV website, and, of course, by maintaining your membership!

Until December!

COPY DEADLINE
ANY TIME IS GOOD!

Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month before publication.

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

NOTE

Current Advertising Rates
 6 issues published annually
 \$500 full page, \$250 half page
 Advertisers to supply artwork
 (specifications can be supplied).

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WHAT'S AROUND THE CORNER?



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.

CLICK on event for more information, flyers and booking/registration details for these and later events.

OCT. 13 / Coffee & Cars

Dust off your classic and head up the hills to Gembrook for local coffee, cafes, bakery & the motoring museum 'The Motorist'.

77 Main Street, Gembrook. 7am–11am. Every 2nd Sunday every month.

OCT. 16 / TCCV – General Meeting

OCT. 17-21 / ACT, SOCSA, TCCV: Joint Event

Annual ACTTCC, SA Stag Owners & TCCV event. Destination Jindabyne. TCCV convoy details: Leave Yarra Glen at 9.45am. Arrive Seymour for coffee at bakery before the railway bridge around 11am. Depart at 11.30am for Euroa Shell Service Centre on the Hume Highway, not in the town, for lunch. Depart for Wodonga and our accommodation around 1.30pm. Members in western and northern suburbs may wish to go directly to Euroa Shell Service centre for lunch.

OCT. 26 / AOMC Club & Trade Showcase

At the AOMC premises – Shannons Melbourne, 40 Corporate Drive, Heatherton 3202. See the TCCV website for details.

NOV. 3 / 2024 Point Nepean Heritage Motor Show

Presented by the Rotary Club of Sorrento at the Point Nepean Quarantine Station. See flyer on the TCCV website.

NOV. 10 / Coffee & Cars

NOV. 20 / TCCV – General Meeting

NOV. 23 / She Won't Be Right Mate

Car show at Yarra Glen Racecourse to raise money and awareness for Eastern Health Maroondah Hospital and their mental health ward. To date, \$60,000 has been raised which goes toward patients dealing with depression, suicide, anxiety and addiction, etc. See the website for flyer and event information.

DEC. 1 / Rotary Wheel Cup

We have been invited by the Rotary Club of Frankston, in conjunction with the VACC, to participate in the Rotary Wheel Cup, showcasing early vehicles to the latest E-Tec automobiles. Venue: Cruden Farm, Langwarrin. Every category will receive a trophy with the crystal Rotary Wheel Cup being awarded for the best presented vehicle.

DEC. 8 / TCCV – Christmas Party

Venue TBA.

Event Coordinator: Graeme Oxley

m 0413 135 779

email events@tccv.net

For the most up-to-date and complete calendar for the year.

TCCV events are labelled with 'TCCV'.



President's Ramble

By Tony Cappadona, TCCV member #662



Hello members!
Following our August AGM there has been a change of guard and I am the new President.

Firstly, a little about myself. I have been a member of the TCCV for 14 years

and for a lot of that time I have been Club Permit Secretary, having taken over the role from Syd Gallagher. With over 170 vehicles on the CP register I have been lucky to have had dealings with many of you.

My personal experience with Triumph commenced back in the 1970s. I came across a TR6 which had been rolled – I purchased it and managed to repair it and get it back on the road. Tame by today's standards, but in those days it was a brute, fun to drive but the cost of the parts was extreme. I sold the car when I bought my first property, vowing to replace it one day. That was a '69 PI. I now have a '73 with SUs. I miss the growl of the PI.

A vision I have as President is to identify club members who may be prepared to take on a committee or volunteer role. I say 'may' because people's circumstances change and while this may not work for you now, it may at some point in the future. There is a lot of satisfaction to be had by being in one of these roles. It adds another rich dimension to how you connect with the club, so if you think you might be prepared to take on a role, or you would like to know more about specific roles, please contact me.

We have our annual combined Canberra and Victoria run coming up next month: this event now includes the SA Stag Owners Club. The event has been running every year since its start in Albury back in 2006, except for 2020 when Wangaratta was cancelled due to COVID. Leaving on 17 October and returning on 21 October, the event will be held in Jindabyne. TCCV will spend a night in Wodonga on the way. This will be the 18th year of this combined event. It has been organised by the Canberra club, and next year will be organised by the SA club with the destination to be announced on the last night at Jindabyne. I can highly recommend this event and it is not too late to register if you haven't done so already.

I needed to prepare my car for this trip – it was stuck in overdrive which meant reverse was not an option. I decided to start with the solenoid as it is relatively easy to access. I was surprised at the cost of £150 plus postage which seemed a bit too much to spend on a process of elimination, so I thought I would pull it apart and give it a good clean. The internal parts didn't seem to be available on the usual sites but I managed to find a business called Overdrive Repairs UK. This company sells parts for all British overdrives including our A and J types. I made contact with a very helpful person called Richard who put together a repair kit for me and made it available on their website. It contained all the serviceable parts for the solenoid and it was very reasonably priced. Overdrive is now working!

Spring is a good time for driving, so enjoy your cars and stay safe on the roads.



1954 Triumph TR2

Continued from page 2

As of 2011 there were approximately 377 licensed and 52 SORN TR2s registered with the DVLA in the UK; in the United States, 1,800 were known to survive.

Features

The TR2 has a 1,991 cc (121.5 cu in) Standard wet liner inline-four engine from the Vanguard (see page 18), fitted with twin H4 type SU Carburettors and tuned to increase its output to 90 bhp (67 kW). The body is mounted on a separate chassis with coil-sprung independent suspension at the front and a leaf-sprung live axle at the rear. Either wire or disc wheels could be supplied. The transmission is a four-speed manual unit, with optional top gear overdrive. Lockheed drum brakes are fitted all round.

Performance

An overdrive-equipped car tested by The Motor magazine in 1954 had a

top speed of 107.3 mph (172.7 km/h), and could accelerate from 0–60 mph (97 km/h) in 12.0 seconds. A fuel consumption of 34.5 miles per imperial gallon (8.2 L/100 km; 28.7 mpg-US) was recorded. The test car cost £900 including taxes and £56 for overdrive.

The magazine also commented that the TR2 was the lowest price British car able to exceed 100 mph (160 km/h).

Motorsports

While concentrating on the lucrative US sports car market, Standard-Triumph had given little thought to the competitive potential of their new TR2. Two events would address this oversight: the Jabbeke Tests, and early privateer rally victories.

Employing a production TR2 with optional streamlining equipment (Under-shield (Part #502122), Rear-wing spats, Metal cockpit cover), Triumph attained a speed of 124.889 mph on the closed Jabbeke motorway in



Jabbeke run streamlined TR2

Belgium in May 1953. The following March, customer TR2s took 1st, 2nd, and 5th places in the prestigious RAC Rally. The publicity derived from these accomplishments led the factory to establish a Competition Department under the leadership of Ken Richardson, supporting both works and customer cars.

Between 1954 and 1955, the TR2 was campaigned in the Mille Miglia, the Ulster TT at Dundrod, the Grand Prix of Macao, Lockbourne Races

(USA), the Alpine, Monte Carlo, RAC, Thousand Island (Canada), Liege-Rome-Liege, Nigeria 24-Hour, 3rd ADAG Gruenewaldfahrt, Circuit of Ireland, Soleil-Cannes, RSAC, and Tulip rallies, among others, earning numerous Outright, Team, and Class awards including the coveted Coupe des Alpes.

Le Mans TR2

In 1955, a Triumph works team of three TR2s modified with disc brakes, larger carburetors, and Jabbeke windscreens were entered in the 24 Hours of Le Mans. Reaching speeds of up to 120 mph (193 km/h) on the Mulsanne Straight, the team completed the race in 14th, 15th, and 19th positions. These cars' Girling disc brakes and uprated carburetors would later appear on the Triumph TR3.

Doug Whiteford won the 1955 Moomba TT at the Albert Park Circuit in Victoria, Australia driving a Triumph TR2.



Le Mans TR2

Handsome on the Boulevard —

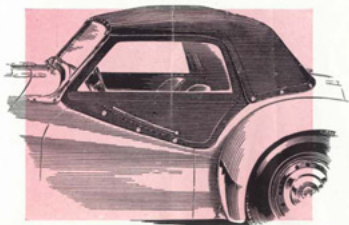
BODY SPECIFICATION. Type—Two seater open sports steel body with all weather equipment. Detachable one-piece windscreen fitted with Triplex safety glass. Provision is made for easily detaching screen and fitting aero type screens for speed. Tonneau cover. Doors hinged on screen pillars. Front wings, rear wings and complete front panel are bolt-on detachable type. Upholstery—Vynilite. Seating—two bucket-type seats, adjustable fore and aft. Effective seat width 45 in. (1,140 mm.). Maximum interior body width 47½ in. (1,210 mm.).

Instruments—5 in. tachometer and 5 in. speedometer with trip, positioned in front of driver. Separate instruments for fuel, water temperature and oil pressure. Indirect instrument illumination. Ignition warning light. Headlamp beam warning light.

Controls—Buttons for starter, carburettor strangler, windscreen wipers, headlamps, parking and panel lights. Ignition lock.

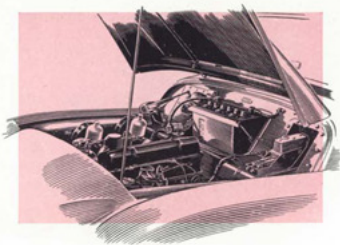
Luggage accommodation—Luggage space behind seats and in boot. Enclosed glove compartment in fascia panel with lock. Spare wheel housed in separate compartment below boot floor with locked panel.

Locks—Dovetail, anti-rattle type lock on each door. One-piece hinged bonnet arranged with lock.



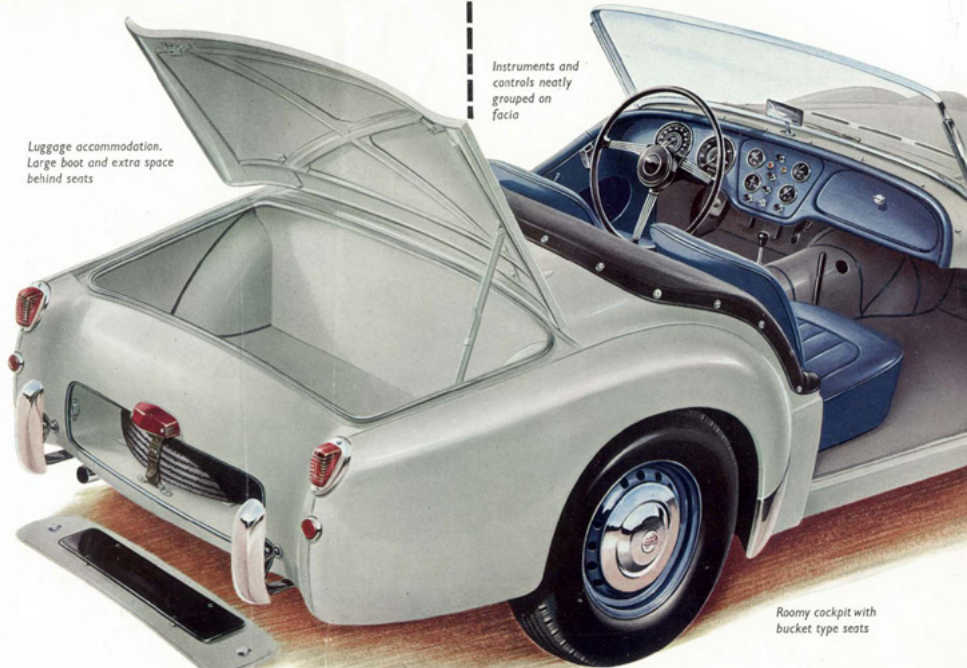
CHASSIS SPECIFICATION. Engine—Four cylinders. Bore—83 mm. (3.268 in.). Stroke—92 mm. (3.622 in.). Capacity—1,991 c.c. (121.5 in.) 2 litre. B.H.P. 90 at 4,800 r.p.m. Piston speed—2,850 ft./min. at 4,800 r.p.m. (this is equivalent to 100 m.p.h.). Compression ratio—8.5:1. Cylinder sleeves—Replaceable, fitted in direct contact with cooling water. Pistons—Aluminium alloy. Crankshaft—Three bearings, with integral balance weights. Valves—Overhead, push rod operated. Cams—Four bearings, hypoxine cams; drive by Duplex chain. Cooling System—Thermostatically controlled, 15 pints capacity. Circulation—pump. Drive—Vee belt. Fan—12½ in., four blades. Fuel System—12 gall. (54 litre) tank. Petrol pump—mechanical. Twin carburettors. Lubrication—Pump submerged in sump, gauze filter; oil cleaner—Purifolator by-pass type, replaceable cartridge. Ignition—Coil, centrifugal and vacuum controlled automatic advance. Plugs—Champion, Type L 10 S. Dynamo—Ventilated type. Buoyant power flexible mounting for engine and gearbox unit.

Transmission—Clutch, Borg & Beck 9 in. dia. single dry plate. Hydraulically operated. Gearbox—Four forward ratios and reverse. Gears—Positive synchromesh on 2nd, 3rd and 4th forward ratios. Silent helical gears. Gear change lever placed centrally in car.



Luggage accommodation.
Large boot and extra space
behind seats

Instruments and
controls neatly
grouped on
fascia



Spare wheel in separate
locker compartment

Roomy cockpit with
bucket type seats

The Tri

Ratios: Top	3rd	2nd	1st	Rev.
1.00	1.325	2.00	3.38	4.28
Overall: 3rd	3rd	2nd	1st	Rev.
3.7	4.9	7.4	12.5	15.8

Overdrive (optional extra)—when fitted overall top gear ratio 3.03.

Propeller shaft—Hardy-Spicer all-metal shaft, needle roller bearings. Short length to avoid whip and simplify frame construction.

Axes—(Front)—Independent suspension system with rubber-bushed wishbone shackles top and bottom. Patented bottom bush and top ball-jointed wheel swivels. Taper roller hub bearings.

(Rear)—Semi-floating axle shafts, three piece casing. Ball bearings in hub.

Drive—Hypoid bevel gears. Taper roller bearings. Ratio—3.7. Wheels—Steel disc type, with chrome base plates. Jacking—Mid-point side jacking.

Suspension—Independent suspension at front, with coil springs and telescopic dampers, wide semi-elliptic springs at rear, controlled by piston type dampers.

Brakes—Lockheed hydraulic, front 10 in. x 2½ in., rear 9 in. x 1½ in.—total lining area, 148 sq. in. Two leading shoe-type being used on front wheels. Leading and trailing shoe-type on rear wheels. Alloy cast iron brake drums. Foot operated on all four wheels, hydraulically. Centrally mounted hand brake operates on rear wheels, mechanically.

Frame—Rigid structure, channel steel pressings braced by a cruciform member. Fully rust-proofed.

Steering—High gear, cam and lever type unit. Optional right- or left-hand drive. Steering wheel 17 in. dia. (431 mm.), three-spoke, spring type.

Battery—12 volt, 51 amp/hour. Located under bonnet.

GENERAL EQUIPMENT: Driving mirror providing maximum view to rear.

Headlamps, P-700 flush-fitting sealed unit; pre-focus bulbs; dip switch, foot operated.

Parking lights located below headlamps. Rear lamps. Two tail lamps with flashing direction

indicators, combined number plate illuminator and brake light. Interior panel lights; remote switch on fascia. Horns, twin windtone, concealed mounting. Carpets at front with thick felt underlay. Bonnet is hinged and a stay is provided for support when open. Deep substantial design one-piece bumper with overriders at front, spring bar overriders at rear, all chromium plated. Twin electric screen wipers, spare wheel and tyre, jack.

Optional Extras—Aero screens. Overdrive. Heater. Radio. Undershields. Special rear shock absorbers. High speed tyres. Stiff front road springs. Aluminium engine oil sump. Dual speed screen wipers. Fitted luggage trunk. Telescopic steering. Special steering wheel. Knock-on type wire wheels. Rear wing spats. Leather upholstery. Metal tonneau cover. Tool roll and tools.

OTHER INFORMATION. Wheelbase—7 ft. 4 in. (2,235 mm.).

Track—Front—

3 ft. 9 in. (1,134 mm.); Rear—3 ft. 9 in. (1,156 mm.).

Ground clearance—6 in. (152 mm.).

Turning circle—32 ft. 0 in. (9.75 metres).

Overall Dimensions—Length—12 ft. 7 in. (3,840 mm.).

Width—4 ft. 7½ in. (1,410 mm.).

Height (unladen) Hood erect—4 ft. 2 in. (1,270 mm.);

Top of screen—3 ft. 10 in. (1,168 mm.).

Weight—Dry (excluding extra equipment)—171 cwt. (890 kg.).

Complete—including tools, fuel, oil and water) 181 cwt. (955 kg.).

Tyre size—5.50—15 in.

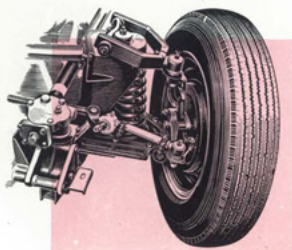
Capacities—Fuel Tank—12 Imp. galls. (54½ litres).

Engine—12 pints (7.0 litres).

Gearbox—1½ pints (0.8 litres).

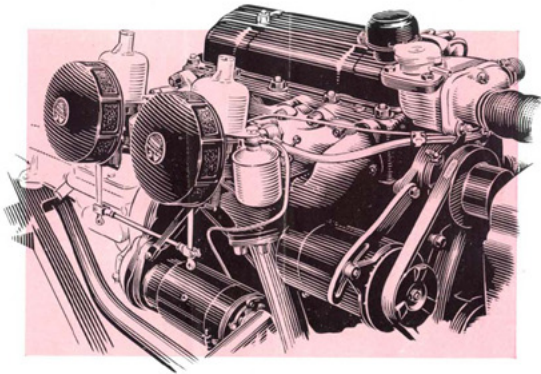
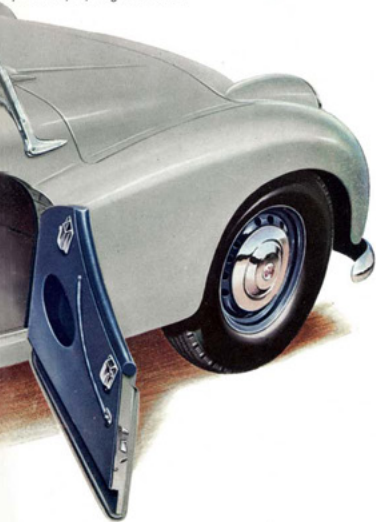
Rear Axle—1½ pints (0.8 litres).

Cooling System—15 pints (8.5 litres).



Speedy on the open road

Screen easily detachable with provision for fitting aero screens



The two-litre engine

The 1991 c.c. engine of the Triumph T.R.2 Sports Car develops 90 h.p. at 4,800 r.p.m. giving a maximum speed over 100 m.p.h. (160 km. per hour) in touring trim. It has a number of features which will especially appeal to the sporting motorist for events in the 2 Litre class. Petrol consumption (high speed touring) is 24 m.p.g. (11.8 litres per 100 km.).

Triumph Sports Car



Through the Roof | The Hardtop Triumph TR2 That Held Promises of the Belgian Auto Industry

Classic Motorsports, 25 October 2022 | *Triumph, TR2* | Posted in Features | From the July 2016 issue
Story and photos by Dirk De Jager

Belgium may be known for its chocolates, waffles and beer more than its car manufacturing, but before World War I, this small country – just a touch bigger than Maryland and squeezed between Holland, Germany, France and Luxembourg – made its mark on the automotive world.

To tell that story, we'll need to rewind to more than a century ago –1907, to be exact – and travel to the Belgian countryside hamlet of Nessonvaux. The town sits between Liège, an economic hub teeming with festivals and folklore, and what is perhaps the most

beautiful race track in the world, Spa-Francorchamps. Here, nestled in the hills among charming stone cottages, a factory occupied nearly two acres of land. Inside, a fledgling car company called Impéria was stretching its legs after moving out of a much smaller facility.

It needed the room.

Earlier that year, the press had fawned over the company's elaborate debut at the auto show in Brussels. Now that company owner Adrien Gustave Hourmade had bought these new digs, Impéria could begin to meet the growing demand for its handsomely finished coaches. It could also start designing new models to show off at the year-end Paris Motor Show.

Under the arched glass ceiling of the Grand Palais that December, Impéria dazzled showgoers yet again with its machines, underlining its status as a manufacturer to watch. From there, the brand continued to build high-quality automobiles and a reputation to match.

But that momentum abruptly hit a wall in the form of World War I. German forces plundered the Nessonvaux factory, appropriating Impéria's cars and equipment.

Restoring Impéria

That wasn't the end of the company, though. In 1919, the year after Germany's surrender and Hourmade's death, young Matthieu Van Roggen bought Impéria and set about reviving its prewar grandeur. There was staff to hire, factory equipment to replace, and a future to envision.

He already owned another small car company, and in the late 1920s he started adding to his collection to better compete with the Chryslers, Buicks and Fords encroaching on the European market. Van Roggen bought out other famous Belgian luxury manufacturers Métallurgique, Excelsior and Nagant and absorbed them into his growing empire.

This expansion carried the company to an even bigger plant – still wedged in the hills of Nessonvaux – that opened in 1929. The locals had long complained about the loud, dangerous car tests Impéria conducted on the village streets, so the new facility received a banked, one-kilometer test track that began indoors and circled its roof. (Yes, the inspiration was the rooftop circuit at Fiat's Lingotto factory, which had opened in 1923.)





Van Roggen's vision didn't stop there: In 1932 he added a license to build Adler motorcycles and cars. Two years after that, he took over Belgium's grandest – and recently bankrupt – automotive marque, Minerva. Impéria had become the top dog of Belgian car manufacturers.

But the company's expansion was again squashed by war. Production ceased during World War II as German forces again took over the factory. Van Roggen eventually sold off the company.

Turning to Triumphs

The company flickered back to life again after another war and another change in ownership, but this time it would mainly be churning out cars licensed from other brands: Adler and, starting with the 1949 model year, Standard-Triumph. The factory's first Standard-badged cars were Vanguards, and later

it also started making Triumph TR2s.

Two government programs also helped the manufacturer get back on its feet.

Thanks to the Marshall Plan, which set out to rebuild Europe's war-ravaged infrastructure and economy, the United States gave several companies a boost in capital so they could reboot and put people to work. Minerva-Impéria was on that list.



The Belgian government was also eager to see its industries grow, so it dropped the import tax on parts and machines to a record low. The idea was to persuade foreign companies to invest in Belgian businesses, and it worked out especially well for Impéria.

After receiving these benefits, the company was able to start building several more European vehicles under license, including the Triumph Mayflower saloon, the Alfa Romeo 1900 and Büssing autobuses. The Adlers, Vanguard and TR2 were still in production, too.

Sports Cars, Too

Exact numbers aren't really known, but over three or four years Impéria built about 500 copies of the Triumph TR2. To avoid taxes, the factory shipped them as "complete knockdown" kits – basically regular TR2s in disassembled form. A



few differences distinguished them from the British-made cars, though, like the left-hand-drive layout and metric dashboard.

In 1954 and with Standard's blessing, the bosses at Impéria decided to build their own twist on the TR2: an enclosed coupe version. The plans were drawn by in-house designer Frans Pardon, who





also penned the Standard Vanguard Cabriolet that launched at the Brussels Motor Show in 1950. Mysteriously, little else is known about Pardon besides his work on these two designs.

His plans didn't simply call for a steel roof to be welded onto the standard-issue roadster. Instead, the company completely redesigned the car and gave it a roomier, more luxurious cabin. It still looked like a typical TR2 at first glance, though. They named it the Coupé Francorchamps after the nearby race track.

The Triumph TR2 Coupé Francorchamps seemed set up to succeed. It premiered at the high-profile 1955 Brussels Motor Show, and at the 1956 event, Triumph even parked the car on its official stand and touted its features in a specially

made sales brochure. Yet records show that only 22 of these beautiful cars ever managed to sell. Why? We can assume the price tag didn't help. It sold for 147,500 Belgian francs (or around £1050 to £1100 in Britain), a nearly 25 per cent premium over a normal TR2.



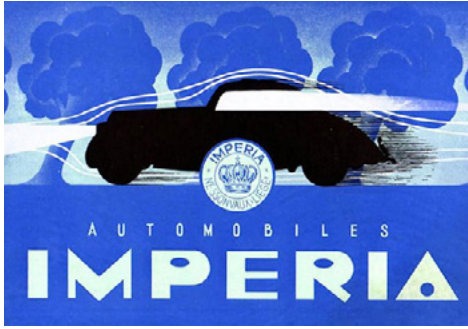


Today, the whereabouts of those cars are largely unknown. About 19 Coupé Francorchamps chassis numbers have been confirmed. Records reveal that one example was cut back into a normal TR2. Another was wrecked and its roof went missing. About 11 are believed to still survive, and just seven of those are

fully running and driving cars.

Oh, and the Impéria factory closed its doors for the final time in 1958. Standard-Triumph realised having its own plant in Belgium would be more profitable than giving out a license, so that's just what they did.





MORE BELGIAN TRIUMPHS

Presented at the Brussels Motor Show in January of 1950. The Vanguard convertible is called the “Nessonvaux” because of the name of the city in the Liège region where the Imperia factories are located. Forty-three convertibles with both 2 or 5 seats were manufactured until 1953.



A 1951 Standard Vanguard Van Imperia



Triumph TR2 by the numbers



VITAL STATISTICS

Engine	1,991cc/4-cyl/OHV
Power (bhp@rpm)	90bhp@4,800rpm
Torque (lb ft@rpm)	117lb ft@3,000rpm
Top speed	107mph
0-60mph	12sec
Consumption	34mpg





Trudy

By Ian Cuss, TCCV member #952

Ian and Tracey Cuss are the proud owners of a 1955 TR2 TS 5279 0 – **Trudy**.

Born on 13 February 1955 and shipped to Melbourne via Sydney, Trudy was registered around May that same year – GHV 818.

Trudy, from my research, has had three owners including ourselves. We purchased her in July 1991 for \$5,000.00 as a complete restoration project. No floors, no TR2 front apron, rusted guards. What was I thinking?? Many hours from various people, one house movement was what I was really thinking.

Fast forward to 1997: Trudy was rolled out of the workshop on 17 October, registered with her original plates, and we head to the TR Register Australia National Concour a week later where she won Best TR2 and was 5th outright. In those days, Register members were young enthusiastic and played for sheep stations, so the competition was very strong.

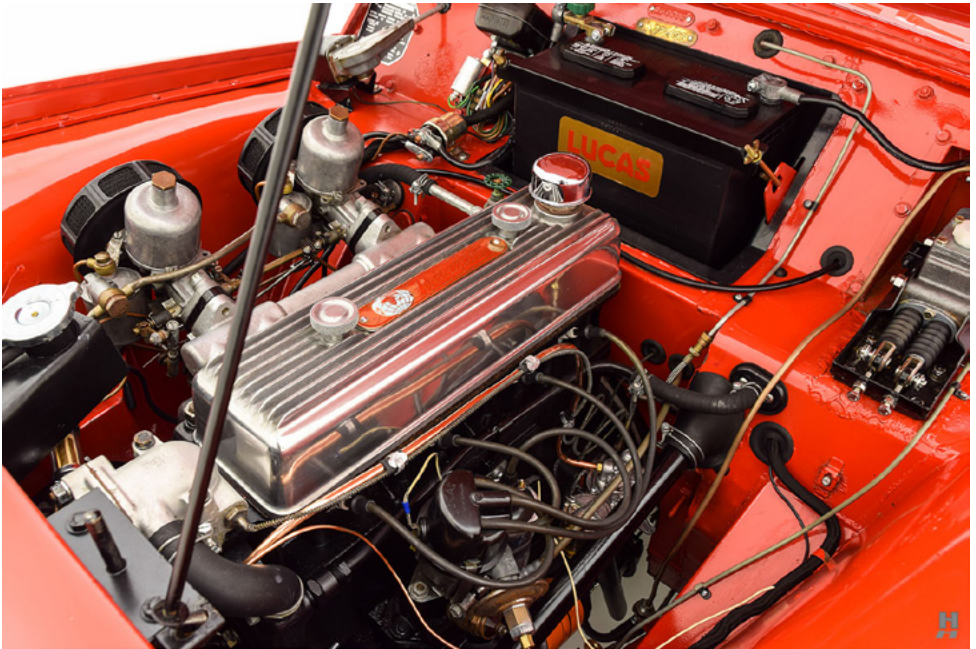
Since being on the road, Trudy has been to Ayers Rock and Alice Springs where she had a very strange mechanic admire her engine. Travelled as far east and as far west as you can travel in Australia. Numerous tours of Tasmania. And she has been at every Register Concour until 2019.



The 2018 Adelaide Concour was the last one Trudy entered as, on the way home towards Renmark, we were hit by a very inconsiderate kangaroo. Early morning convoy of TRs and the kangaroo picked us. In true Triumph fashion we still drove her back to Albury.

The decision was made to just repair her; however, there were speckles of rust coming through, so the decision to strip and do a major restoration was made – and is being undertaken. Amazingly, the rust was more surface, so our due diligence in 1991 paid off. The engine has been stripped with very little marks on the bore, a new cam piston and liners installed.

Now that I have retired (ha ha!) the completion of the restoration will start in earnest.



1955 Triumph TR2 Roadster Standard wet liner inline-four engine

Standard wet liner inline-four engine

From Wikipedia, the free encyclopedia

The Standard wet liner inline-four engine was an inline four cylinder petrol engine produced by the Standard Motor Company. Originally developed concurrently for passenger car use and for the Ferguson TE20 tractor, it was widely used for Standard passenger cars of the 1950s, most notably the Vanguard. Later it was successfully used in Standard's popular early generation Triumph TR series sports cars.

The water-cooled overhead valve engine featured novel advances for an immediate post-war design, which included thin-wall bearings with replaceable shells and loose-fitted wet

liners. Displacement varied from 1,850 cc to 2,088 cc (and 2,188 cc in a tractor variant), growing with time.

Origins

The engine's origins lay in the wartime production of Bristol aero engines at the new Banner Lane shadow factory, operated by Standard in Coventry. From 1939 this factory produced Bristol Hercules engines, an air-cooled radial engine, with Bristol's typical sleeve valves. With peace in 1945, this huge factory then stood empty.

During the war, Ford had built tractors for Ferguson in Detroit. Afterwards, Ferguson wished to continue this arrangement with an improved TO20 tractor (for "Tractor Overseas") and

also a TE20 (for "Tractor England") to be built by Ford's plant at Dagenham. Ford however was unwilling and it was Standard which was to build the tractors at Banner Lane. The first TE20 model used a Continental Z-120 petrol engine, but the TE-A20 and later models used a new engine developed by Standard.

Ferguson TE20 tractor



The new tractor engine appeared in 1947. It was a petrol powered four-cylinder engine with a bore of 80 mm and stroke of 92 mm, for a total capacity of 1,850 cc. The engine was undersquare (long stroke), favouring the tractor's need for torque over horsepower and the British practice of building long stroke engines, dictated by the tax horsepower regulations. A compression ratio of 5.77:1 reflected the era's low octane fuel. Conventional overhead valves were driven from a camshaft mounted in the side of the cylinder block via vertical pushrods and adjustable rockers. Cylinder block and crankcase were one piece cast iron, as was the cylinder head.

Construction of the engine would be regarded as typical for the 1950s, although this engine was developed in the late 1940s and its lineal derivatives, the Triumph straight-four and straight-six engines, would remain in production into the 1970s. In some aspects it was advanced for its day, particularly in its use of components such as pistons being pre-graded into standardised sizes and marked as such. This avoided the need for costly hand-fitting during assembly and also simplified replacement in service. It was one of the first mass-production engines to use thin-wall bearings: a steel shell faced with whitmetal bearing material. Rather than re-metalling the bearing journals and hand-scraping a new bearing surface to fit the crankshaft, these bearings were disposable after use. Several replacement bearing shells were expected to be fitted before the crankshaft required re-grinding. Had the tractor been built at Ford, Dagenham as originally intended, it is likely that the engine would still have been designed around the whitmetal bearings that Ford continued with on small car engines throughout the 1950s.

The distinctive, and unusual, feature of the engine was its use of wet liners to form the cylinders. Rather than the cylinders being bored into the cast-iron block, separate thin-walled steel tubes were inserted into a hollow block. The space between liner and block formed a large uninterrupted water

jacket, which improved cylinder heat dispersal into the cooling system, as did the thin tubes of the liners. The liners were only loosely installed into the block with hand pressure. The sealing of the liners into the engine block was at the bottom by a pair of soft metal "spectacle washers" that each sealed a pair of liners. Each liner stood slightly proud of the cylinder block face so that it formed a good seal against the head gasket when assembled. Such wet liners had been used in high performance engines for many years, but this was an early example of them for a low-cost, mass-production engine. Particularly with the advanced grinding techniques necessary to make such a thin-walled tube with good concentricity and surface finish, other manufacturers saw them as over-complex. However Banner Lane's building of sleeve-valve Bristol engines during the war had given them the necessary experience and equipment. Throughout the engine's service it was seen as a dependable and reliable engine, if slightly staid and tractor-like. The liners never gave the trouble experienced by other engines such as the much later Rover K-series.

Another distinctive, although less revolutionary, feature of the engine was the location of the tubes carrying the valve pushrods. Rather than being cast inside the cylinder head, thus requiring more cores and complexity, they were outside the main casting of the cylinder head. The top and bottom faces of the

cylinder head were extended to form a flange on the camshaft side of the engine with individual steel tubes placed through the flanges to enclose each pushrod (a similar system was used for the Volkswagen Beetle engine, albeit with longer tubes the entire length of the cylinder). These tubes were expanded at top and bottom to seal them and thus became a permanent part of the cylinder head. The separate tubes were reliable, less expensive to manufacture than casting them into the head, and gave that side of the engine its distinctive "hollow" appearance with the rocker box appearing to be supported by columns.



Spark plug side of cylinder head, showing the valve pushrod tubes (Ferguson TE20 tractor)

Farms up until then had little machinery, electricity was still uncommon, and the tractor was also expected to be able to power farm machinery. For this purpose, the tractor was equipped with a power take-off shaft at the rear. This could drive either a hitched implement such as a rotovator, or static machinery

such as a thresher. The engine was fitted with a governor to allow the engine speed to be set somewhere between idling speed of 400 rpm and full power speed of 2,200 rpm, maintaining this speed against varying loads. The "belt hp" rating of the tractor was 23.9 hp although the tax rating of 20 hp gave the tractor its model number of TE20.

Alternative fuels

The first tractor models of 1947 were built for petrol fuel. In 1949 versions of the engine using TVO, and in 1950 lamp oil were introduced. TVO has a low octane rating of around 60 and so the engine had the usual changes to compression ratio and ignition timing. A heat shield around the manifolds increased the inlet temperature, encouraging vapourisation of the fuel. To avoid problems with fuel condensation in the inlet ports, diameter of the valves (in some engine versions) was also reduced, thus increasing flow velocity. The lamp oil engine used a zero octane paraffin (kerosene) fuel, but was only suitable for use in warm climates, or else the fuel did not vapourise adequately.

Diesel

In March 1951 Standard produced their first diesel engine for the TE-F20 tractor. Called the Standard 20C, this was a new engine design, different from the petrol engine. Bore of 3 3/16" and stroke of 4" gave a capacity of 2,092 cc. In 1954 this engine also found its way into the Phase

II Vanguard, making this Britain's first production diesel car. This was followed by the Standard 23C engine in 1956. The 23C had its bore increased to 3 5/16" for a capacity of 2,260 cc. Massey-Ferguson stopped using the Standard engine in favor of Perkins units in 1959. After Standard-Triumph was taken over by Leyland in 1961, this engine was updated and redesignated Leyland OE.138.

85 and 87 mm engines

A larger capacity of 2,088 cc was achieved by changing the pistons and liners for a bore of 85 mm, retaining the stroke of 92 mm. These are generally known as "85 mm engines", in contrast to the original "80 mm". After 1955, the engines in Ferguson tractors had a bore of 87 mm, giving a capacity of 2,188 cc engines.

Standard cars



Standard Vanguard

The Standard Vanguard used the same 2,088 cc "85 mm" engine that had been developed for the tractor. Compression ratio remained the same at 6:1 but the

valve and ignition timing were changed to suit road driving conditions and a more predictable quality of petrol. The governor was removed and the power output rose to 68 bhp.[10] The Phase III version of the Vanguard, introduced in 1955, had a compression ratio of 7.5:1 but the power output remained at 68 hp (51 kW).



The engine was also used in two variants of the Vanguard. The Sportsman was a high-performance version made in 1956 and 1957 with two SU carburetors and a compression ratio of 8:1, yielding 90 hp (67 kW) at 4500 rpm.



The Ensign was an economy version introduced in 1957. The engine in the original Ensign had its cylinders sleeved to 76 mm, giving a capacity of 1670 cc and a power output of 60 hp (45 kW) at

4000 rpm. In 1962 this was replaced by an updated Ensign with an 86 mm bore, giving a capacity of 2138 cc and a power output of 75 hp (56 kW) at 4100 rpm.

The last car to use this engine was the Standard 2000 in India. When it was introduced in 1986, the engine was modified with Heron combustion chamber, twin SU carburetors and a redesigned inlet manifold. The bore was around 84.45mm and original stroke of 92mm made it into a 2061cc engine. It made a claimed 83bhp@4250rpm and production ended when Standard India shut down in 1988.

Triumph cars

Triumph TR3A

Standard bought the assets of the Triumph Motor Company in 1944 and, after the Second World War, began manufacture of the Triumph Town and Country saloon and the Triumph Roadster based on pre-war Standard components. The drivetrain of the Roadster was replaced by the Vanguard drivetrain, including the 85 mm wet liner engine, in October 1948;[14] the saloon's drivetrain was similarly transplanted in February 1949.

The wet liner engine was used in all Triumph TR-series sports cars from the TR-X and 20TS prototypes to the TR4A. All the TRs using this engine used two SU carburetors except the TR4A, which used two Strombergs.

1955 Moomba TT start, showing Doug Whiteford's TR2 – car no. 50 – and W.H.Hayes TR2 – car no. 54, two of the four TR2s in the race



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Defence of the Realm

By Alan Andrews, David & Jenny Ferguson and Peter Welten

The adventure started Day One as 11 assembled in the afternoon on Sunday 25 August at The Wellington on Blue Orchid hotel in the city of Westminster, London, just a short distance from Buckingham Palace.

That evening we enjoyed a sumptuous dinner at the hotel where tour guide Tony Crompton welcomed us all, introduced drivers John and Kirk, outlined Monday's itinerary, handed out Spitfire badges and sent us off to bed.

Three days earlier, the bus company Tony always uses went into liquidation. No bus. No tour. Frantic phone calls to all parts of the UK. Kirk's company, Edwards Minibus Hire, answered the call and was parked outside the hotel ready for boarding Monday morning.

Churchill's War Rooms in Whitehall was our first stop. The great man spent much of WW2 squirrelled away directing operations. It was as he had left it in 1945. Sobering. Informative. Then it was off to the Imperial War Museum London on Lambeth Road. A magnificent display of military paraphernalia including a Humber staff car Monty used when visiting the troops in Egypt.

No time to waste though. Off for a guided tour of Cambridge University – well, some of it. The small Eagle pub, favourite watering hole of Americans based in Cambridge and uni students, has a permanently opened upper window – ask why of David, Jenny

Ferguson, Peter Welten or me. Quite a hectic Day Two.

The war theme continued as we visited the American Cemetery and Memorial at Cambridge. Then to Europe's largest war museum, the Imperial War Museum at Duxford, to wander through the world-famous Battle of Britain Hanger and American Air Museum. While there we were all treated to a flight in an eight-seater 1945 de Havilland Dragon Rapide biplane over Cambridge. Painted canvas sides caused some misgivings, but all survived.

I suspect everyone has heard of The Dam Busters. Squadron 617. Based in the Petwood Hotel, Woodhall Spa. We stayed there for three nights. Had dinner in the exclusive Officers' Bar. A wonderful place to stay. I shudder to think how much a night there would cost.

From there we travelled to:

- RAF Coningsby, home of the Battle of Britain Flight – Spitfires and Hurricanes and Lancaster PA74, one of only two still flying today

- East Kirby Aviation Centre to see Lancaster NX611 'Just Jane' taxi around the airfield and the newly restored Mosquito HJ711

- International Bomber Command Canwick (IBCC); Rimmers 'Behind the Front Counter' tour; or to Lincoln Cathedral, which was built in 1072, just six years after the Battle of Hastings. Interestingly, at IBCC, a pavement of commemorative bricks featured names of 'The Worthy'. One was dedicated to Flight Lieutenant R.R. Shipley. I wonder



Above : London – Churchill's War Rooms

Below : Duxford – 8- seater de Havilland Dragon flight



Duxford – Lancaster bomber with bouncing bomb



Coningsby – Lancaster PA74



if our Peter Shipley is related?

Fifty-seven thousand, eight hundred and sixty-one (57,861) men and women gave their lives supporting Bomber Command during the war. A truly sobering sacrifice for freedom. What a price! Lincolnshire was known as Bomber Central for obvious reasons.

A morning visit to Malvern the next day to see Morgan cars being built was a change of pace. Handmade in a number of separate buildings reflected a process hardly changed in their 115 years. But they do build marvellous cars. These days they use BMW 4 and 6 cylinder engines exclusively. Ironically, the turbocharged versions cannot be sold in England or Europe due to emission laws. Not sure about Australia. On display was a magnificent and unique model. Only 50 made, costing £500,000. Need to be a soccer star or sheik. All sold before produced.

In the afternoon it was back to aviation as we visited the RAF Museum at Cosford – home of Cold War era planes like three V-bombers, Russian MIG-21PF, Polaris A-3 ICBM, F111s, military transport planes of the era. Many were on the ground but an equal number was suspended from the ceiling making a stunning display.

The last day of August, Day Seven of the tour, saw us immersing our senses in classic cars at Gaydon's British Motor Museum in the morning. A Triumph Rocket III Streamliner with two turbocharged de-stroked Rocket III engines set the tone at entry. Over 300 British classic cars: Vauxhall and Triumph Lynx prototypes, 1961 Rover T4

gas turbine saloon, 1963 Rover-BRM gas turbine Le Mans racing car, the oldest surviving Austin car – the 1907 Austin 30HP tourer, and more. To top it off, the actual 2-litre 125mph Jabbeke speed record 1953 TR2. A magic place. Those restoring a Triumph, take note: it cost £280,000 to acquire and restore the TR2 for posterity.

A place of secrets and mystery was our destination in the afternoon – Bletchley Park. Cracking German military messages in code, especially those of the U-boats, was the objective of over 7,000 clever people. Enigma. Alan Turing. The Bombe. Truly fascinating. I won't mention that my phone fell out of my pocket while resting on a bench on the front lawn. Went to take another photo – no phone. Panic. Helpful attendant said, "A phone has been taken to Reception". I couldn't get there fast enough. After identity verification, I walked away with my phone. Relief.

Next day we arrived at The Shuttleworth Collection at the appointed time. A country music festival caused a wait at the gate. But it was worth it. Most interesting for me was the Lysander which was used to transport SOE spies, men and women, into occupied France. A rare Triumph 2500S Estate car was spotted. Steam traction engine, very early Icarus-style flying kites, biplanes and more.

We were to spend that afternoon at Haynes Motor Museum. The late entry pushed it to Day Nine, so we went to Winchester driving past Stonehenge in both directions. Day Nine, 2 September, was to be a free day to wander around



Canwick – Commemorative stone



Malvern – £ 500,000 Morgan – one of only 50 made



Cosford – RAF Museum



Bletchley Park – Enigma machine



Gaydon – Triumph 'Lynx' prototype



Shuttleworth – Lysander

Winchester, do laundry, shopping and so on. But we went to Haynes Motor Museum instead.

It was astounding. Its collection of classics breathtaking. Many post-war Triumphs featured. Every other British marque was there. The 'Red Room' featured Triumph, Porsche, MG, Alpha Romeo, Dodge Viper, Jensen Healey and so many others. All red. Our visit coincided with the National Meeting of Aston Martin clubs. There must have been 500 of those beautiful cars assembled in the car park.

Bovington Tank Museum in the afternoon. Everything from Da Vinci's tank of 1480 to the latest fire breathing monsters that make war today. The WW1 section featured a very realistic trench complex to walk through. WW2 had Churchill, Sherman, Japanese Ha-Go tanks and an enormous Panza Tiger dwarfing all others of the era. Enemy shells simply bounced off. Their firepower far exceeded that of the Allies tanks. There were bridge-laying tanks, armoured cars, mine-sweepers, personnel carriers – indeed, everything that could be put on tracks or half-tracks.

In Winchester we stayed at The Royal Hotel on St Peter Street. Made PW smile. On the site, Lady Mary West's Tudor house was incorporated into a building which was a secret centre for local Catholics during Henry VIII's English Reformation in the 1580s. During the reign of Charles II, 1649 to 1685, the house was incorporated into a building known as 'The Bishop's House'. In 1794 it became a convent for refugee

English Benedictine nuns before C.W. Benney converted the building into the hotel we see today in 1858. That exemplifies the other side of touring the UK. Everywhere is history dating back centuries. This tour offered far more than seeing aircraft and classic cars.

On the drive to Portsmouth, we stopped at the Hardy Monument which was built in 1844 to commemorate the life of Vice Admiral Sir Thomas Hardy, who famously captained HMS Victory at the Battle of Trafalgar in 1805. Lord Nelson was fatally shot on the deck during that battle with the French fleet. More history. The Monument overlooks Weymouth on England's south coast.

Day 11 saw us at Gosport's Royal Navy Submarine Museum. England's first submarine is there. A guided tour through HMS Alliance, an A-class submarine P417 was where one of our party dropped his phone. It disappeared under the walkway into the bilge. Attendant with a long grabber device retrieved it eventually, much to the relief of said party member.

HMS Warrior, HMS Victory and HMS Mary Rose at Portsmouth's Historic Dockyard was our afternoon venue. Like everywhere else we have been, we could have spent an entire day here. For the record, I banged my head traversing Victory's gun deck just twice. Better to be just five feet tall to get about on that deck. But what a stunning experience being where sailors primed the cannons and fired at the French vessels off the Spanish coast near Cadiz in 1805 during that famous naval battle.

Day 12 it rained. But we went to the



Haynes – The 'Red Room'



Haynes – Triumphs



Bovington – WWI Tank



Bovington – 'Tiger' Tank



Gosport – England's first submarine



Gosport – HMS Victory gun deck

National Motor Museum Beaulieu east of Southampton. Lord Montagu owns the estate. Over 1,500 classics displayed. Just about everything. Even a Top Gear pavilion. Donald Campbell's Bluebird and Britain's other Land Speed record attempts. F1 cars. Motor bikes. Elevated monorail for an overview of the museum. Spectacular display.

After lunch at Beaulieu, we left for Bucklers Hard, an 18th century preserved dockyard where many of Nelson's fleet was built.

Day 13 was spent at Southsea D-Day Story. Original film, landing craft, artifacts and memorabilia detailing the true D-Day story. Then to Tangmere Military Aviation Museum, the site of England's most southerly Battle of Britain airfield. Of course, it came in for a pasting during those war years. Two hangers now display many of the aircraft involved in those years. Spitfire pilot, Squadron Leader Eric William Seabourne DFC is featured. His exploits as a pilot make fascinating reading. Pictured is his 1937 Triumph Dolomite. Clearly a man of great taste. He stayed in the RAF until 1960 and died in 2005 when 94 years old.

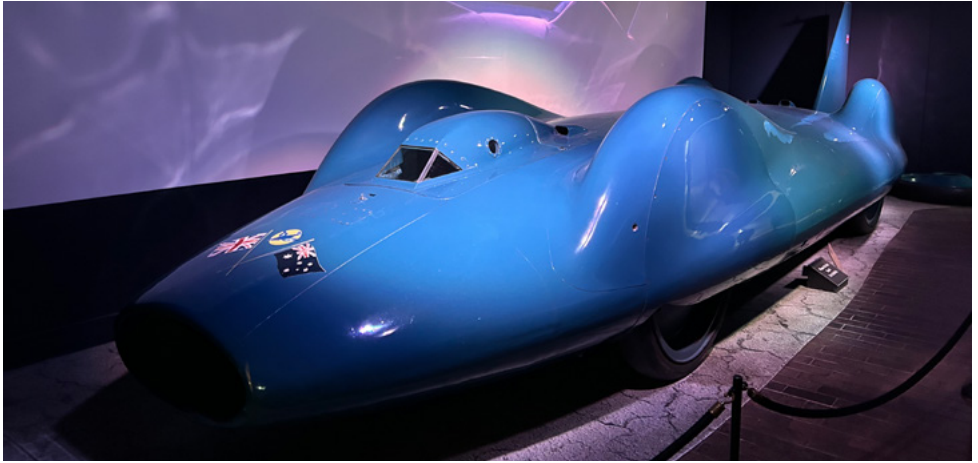
Days 14 and 15, Saturday and Sunday, were Goodwood Revival Days. It rained. Raincoats the order of the day. The mud was horrendous, but the racing was brilliant. The Army put on a D-Day Commemoration Parade down the main straight at lunchtime. Thousands of people. Heaps of food outlets and commercial marquees. Major auction houses displayed classic cars to entice punters. One had a fully restored

resplendent 1930s Triumph Vitesse. Big money. Another a Jaguar V12 XJS Convertible for just under £13,000 – about AU\$26,000. Looked a steal. A restoration company had a Stag which the owner had paid BIG money to have restored, but not as much as the owner of a Rover P5B Coupe by the same company.

That evening we were all treated to a Farewell Dinner at the hotel. David organised a gift of Australian wine to tour guide Tony and drivers John and Kirk. I tried to add to the festivities by writing and delivering a shortish poem about the tour, I believe both gestures were received kindly.

Day 16, the last day, saw us taken to Biggin Hill aerodrome to visit the Heritage Hanger. They restore Spitfires there for well-healed owners – one tyre costs AU\$1,200. Two of the party shelled out about \$5,000 each for a 30-minute flight in a Mark 9 Supermarine Spitfire. What an experience that would have been. Too rich for me. No rain, but the wind was freezing. They were undertaking secret repairs to a RAF Spitfire – “No photos please”.

Caterham car manufacturing was recently moved to new premises at Dartford. Our party was the first official group to be shown around. Ultra-modern facility. Light years ahead of Morgan in plant design but surprisingly similar in attention to detail and skilled labour. Displayed was the four-wheel-drive Caterham used by Top Gear: The Grand Tour. Cars being built for delivery worldwide. A fitting way to finish our 'Grand Tour' with Tony Crompton's Over



Beaulieu – Donald Campbell's 'Bluebird'



Goodwood – Racing/TR2



Goodwood – 'Vitesse'



Biggin Hill – Spitfire



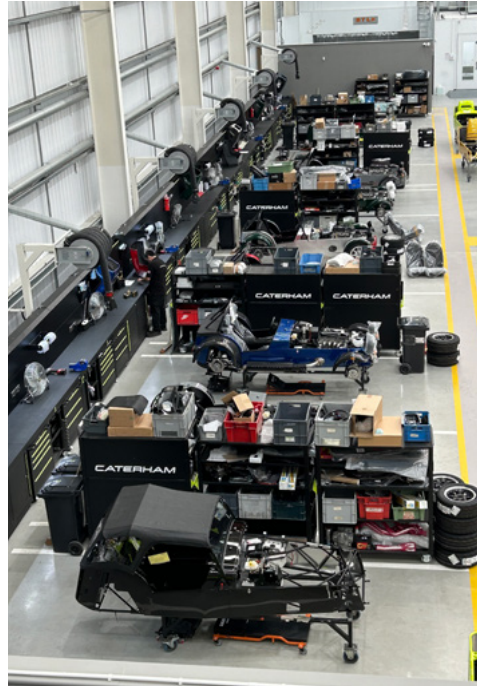
Biggin Hill – White roundel Aussie Spitfire

the Hills and Far Away company. We all enjoyed it enormously and departed for our separate hotels when we arrived back at the hotel where it all started.

What happened before and after the tour is another story.



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MEMBERS' INFORMATION

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

To our newest 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, contact the Club's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

As at 30 September, our total membership stands at 249. Being the end of September, membership status for 15 members who have neither renewed nor advised me of their intentions has been updated to 'Past'. Regrettably, two members paid their renewal subscription but did not include any information as to who they are in the transaction record. I have therefore had to set their status to 'Past' also. I expect they will contact me once they realise they are not longer getting communications from the TCCV.

On a happier note, we have four new members since the beginning of August:

Andrew Donald No Triumph car
Cosi Mercuri Stag
Rob Phillips No Triumph car
Austin Smith Dolomite Sprint

My thanks to those members who have used the online update form to provide me with correct information concerning their membership and their cars. If you haven't already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form ([https://](https://www.tccv.net/members-only/forms/update/htmlform/update1-frames.php)

www.tccv.net/members-only/forms/update/htmlform/update1-frames.php) if any changes are needed.

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

Wearing name badges at meetings and events assists members getting to know each other as well as identifies TCCV members at public events and is encouraged. Recently, quite a few members have ordered name badges for their spouses/partners. If you haven't already done so, perhaps you might also like to do this. Please advise me 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.

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CAR ADVISORS

A number of TCCV members are subject matter experts for 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, for contact details of the relevant car advisors.



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