

The Trumpet

June 2020

The Triumph Car Club of Victoria Magazine



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Past copies of Trumpet are available in the Members' section of the Club website www.tccv.net. The webmaster can provide the necessary password to access this reserved area.

For the Preservation of the Triumph Marque

Front Cover Photograph

A few months ago John Powell (who manages the Australian Stag Register) sent out an email on places with a Stag name to visit. Roger McCown took him up on the offer and took some photos at the Stag Inn Restaurant in Port Fairy (cover photo) and at the Stag Hotel in Learmonth (below).

In this time of lockdown we need photos for the front cover so please send some in — remembering that portrait orientation photos are better for the cover and landscape for this page, of course all in high resolution if possible.



Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
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Please note: The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

Thanks to everybody who commented on the May Trumpet and particularly to those members who contributed and to those who have assisted with articles for this month's issue. It is only with the ongoing support of members that we can have interesting articles and anecdotes to give everyone an interesting read – please keep them coming in.

As mentioned Roger was going in for a hip replacement the day after the May issue was finalised. What should have been a simple procedure ended up with a series of non-life threatening complications which is making recovery very slow and we therefore apologise for the delay with the June Trumpet.

Reading members' contributions has certainly given us a few laughs and made us jealous that we have not been able to join in the polishing and finishing of our Stag. Maybe it will be ready when we can again go out. (Note from Linda – I don't think my Stag will be finished until Roger is able to drive again, only fair when he has done most of the work!)

We have heard of many cars having minor and major makeovers during the lockdown and would appreciate those members sharing their experience and some photographs.

To follow on from last month's article from Graeme Oxley we are pleased to report that he has finished his radiation treatment and looking good, we send him best wishes and thanks for all the work he does for the TCCV.

At the time of writing this editorial many restrictions have been lifted or are about to be lifted. We must all however observe the protocols put in place to ensure a second wave is not created. Our children in the hospitality industry have already experienced the public thinking there is a green flag and basically not observing the 1.5m and 4m² rules in venues. Along with mass rallies also taking no notice of laws and the law itself not enforcing the rules are we forgetting how lucky Australia has been? Already China has a second wave and the USA is also experiencing increasing numbers, surely Aussies can be smarter than this?

Well, off the band wagon now and back to polishing your Triumphs

Stay safe

Roger & Linda

COPY DEADLINE for June Trumpet

Friday 26th June

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

Upcoming Events!

As it was expected, and it has become inevitable that greater restrictions will continue to be applied regarding social mixing, it is obvious that the only option we can take now is to CANCEL the monthly meetings and other events that were planned for June for the TCCV. Should the restrictions extend beyond the end of June, a further review of the TCCV's events will be made.

With a gathering such as our Meetings, we have to accept that they are non-essential and it would be impossible to maintain the social distancing and strict hand hygiene that is recommended.

The TCCV is a community of like-minded people, so while there are restrictions on face-to-face gatherings, keep in touch with one another by telephone, email, or other media.

Thank you for your understanding and co-operation. Do stay safe and healthy.

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

Events Co-ordinator: Peter Welten M: 0409 511 002 or events@tccv.net or peterwelten@optusnet.com.au

Lane Change Ahead

Lock-up or Lock down? Whatever way we wish to view it, this past Month somehow seems to have certainly flown by.

One wonders what our whole new World will be out there Post-virus don't we? Everything we attempt just seems to take so much longer, waiting, waiting, waiting. Sometimes it appears like social distancing rules are being made up on the run. Some folk ignore it, others take it to extreme. I went along the other day when a Myer department store reopened in Southland, I swear half of Melbourne went indoors with me!

Our TCCV Meeting and Events essential cancellations have been disappointing to say the least. That companionship and sharing with other Triumph owners seems like a lifetime ago now. I'm sure the chit-chat will reach new heights and yet another decibel when we all get back together again. More talking than driving possibly?

Feeling rather "grey and dull" myself lately, I will share an interesting item I read the other day about a colour specifically, British Racing Green. So here goes - your June history lesson.

Continued next page

Lane Change Ahead (continued)

Seems as though it's always been around and yes it has, for well over a hundred and ten years now. At the turn of the century, Grand Prix racing was more of a contest between nations rather than drivers and factories. In 1901 a wealthy American (J. Bennet Jnr) sponsored an Annual Car race, pitting countries against each other in a bid for automobile supremacy. To identify the participants much easier, each country was required to adopt a national racing colour. **Blue** = France, **Yellow** = Belgium, **White** = Germany, **Red** = Italy.



France drove away as the Inaugural Winner in 1900 and was given the honour of hosting the 1901 race. Britain at this stage was identified with an olive green colour as its racing colour, as it was the Car manufacturer D. Napier's own 50 hp vehicle. The colour was simply a personal preference. France dominated for the next couple of years until Britain was scheduled to host the 1903 event. But on British land a Parliamentary decree stipulated that no automobile was to exceed 12 mph so essentially motor racing was illegal on the entire Island.

What to do?? British organizers quickly switched the location of the proposed race in 1903 to Ireland where local laws were 'adjusted' to accommodate road racing. According to contemporary newspapers of the time the olive shade of the Napier green was darkened to Shamrock Green in honour of Ireland hosting the races.

This was the first public reference to a British car being painted green as the national livery. Most of us picture British Racing Green as a deep forest green, but this is not a steadfast rule.

From pale olive to near black, almost any emerald hue applied to a British car will be greeted with the name... British Racing Green. Lesson completed. So to all our TCCV Members, let's hope for a little more 'colour' in our grey days in the next month as well.

Hopefully we may all be able to be out and about a lot more, with our Triumphs. Regardless of what colour they are, British racing green or not.

Do stay healthy, safe and sane. Hang in there, the finish line surely can't be far away now.

Helen

Zenith-Stromberg CD carburettor

Some background, features and nomenclature.

Many Triumphs are fitted with Zenith-Stromberg CD carburettors, from 1963 on - about halfway through TR4 production. Early TR4A, TR250, US specification TR6, some TR7 and TR8 as well as GT6, Spitfire, Herald, Vitesse, 2000 and 2500 all had these fitted at various times. Other British cars including Jaguar, MG, Humber, Hillman, Vauxhall, Range Rover, Lotus and Jensen Healy, as well as overseas companies like Volvo and SAAB also used the Zenith-Stromberg. Mercedes used a Pierburg, a Stromberg made under licence, and the Holden Torana GTR-XU1 used triple Strombergs.

Why did Triumph change from SU to Stromberg?

In the late 50s, SU, who were part of the BMC group, a major competitor to Triumph, told their customers that production of carburettors for BMC vehicles would be prioritized over others, including Triumph, and as demand for BMC cars increased, Standard Triumph decided to protect their production and sales of SU carburetted TRs by seeking an alternate carburettor.

Harry Webster, Director of Engineering at Triumph, preferred the SU type constant depression carburettors over the fixed venturi / choke type, and sought such an alternative - difficult as SU held tight patents on their design. Alford-Adler, who were part of the Standard group, were approached, and one of their engineers, Dennis Barbet, designed and developed a prototype. Alford-Adler, as steering and suspension experts, felt it was beyond their capability to productionize Dennis' design, so Alick Dick, Managing Director of Standard Triumph, asked Amal and Zenith to quote for the business. Zenith (who already supplied Solex carburettors to Triumph) accepted, and by early 1961 a production design (developed by Zenith's Harry Cartwright) was evaluated and tested on prototypes. Intake manifold attachment points were made common with the SU type, principally to facilitate ease of production introduction, and by the end of 1962 a batch of 100 TR4s were fitted with 175CDs in production, and a full breakpoint away from SUs made in 1963.

Later, in 1968 when Leyland (who had owned Standard Triumph since 1960) merged with BMC to create BLMC, SUs were again fitted to some Triumphs, as SU was part of the BLMC group, so the previous supply risks did not exist, and now as an "in-house" part, costs of the SU were undoubtedly lower.

Strombergs are superior in controlling fuel flow, and have lower emissions, compared to SUs, and hence they were always used on TR250 and TR6 in the US, with additional features added, often year by year as US, and in particular Californian, emission standards tightened. Thus, Strombergs superseded SUs on all Jaguars in the US (6 and 12 cylinder including E Type) until fuel injection was introduced. They also superseded SUs on Australian delivered Jaguars between

Zenith-Stromberg CD carburettor

1976 (with ADR 27 emissions limits coming into effect) and the introduction of fuel injection.

Factory Strombergs and factory SUs will give indistinguishable performance on a standard engine, from a performance point of view. According to Graham Robson (Manager of Triumph's Competition department) Triumph factory testers could not differentiate between the two in a "blind" test, and could only tell when they opened the bonnet and looked...

Zenith-Stromberg nomenclature and features:

The Stromberg, although maintaining its basic principle of operation, was continually evolved to meet the performance requirements of various markets and customers. Combinations and permutations of features resulted in a plethora of designations, generally only identified in service or specialist literature, and even then the actual features are not always clear. Referencing the unique 4-digit code shown on the brass tag (which is fitted under one of the 4 retaining screws for the top cover) is a clear way to determine content, but even that information is not readily available.

Some devices / features are identifiable by visual inspection, others can be determined by the specification, such as CDS, CD2, CD3, and CDSE. The specifications do not always follow a logic to someone outside the company – for example, a CD3 is the same as a CDSE, but without a temperature compensator.

Decoding the Zenith Stromberg :

175: 1.75 inch nominal diameter throat (venturi).

150: 1.50 inch nominal diameter throat (venturi).

125: 1.25 inch nominal diameter throat (venturi).

CD: Constant Depression, the operating principle of the carburettor, where at any and every constant throttle (butterfly) position, the pressure drop across the fuel metering system is the same, because airflow speed is the same, this being achieved by altering the cross sectional area at the metering point by a moving a piston controlled by the partial vacuum (or depression) inside the carburettor. This is a fundamentally different operating principle to fixed choke / venturi types. There are no "accelerator" jets or pumps, so the accelerator pedal has no direct control over fuel, only controlling butterfly position.

To enrich for starting, the original CD design had a "starter bar" rotating shaft that lifted the piston, simultaneously slightly blocking the airflow. Hence, it both added fuel, and slightly "choked" airflow. It had a widely adjustable mixture via the jet in the bottom of the float bowl, and no emissions control for exhaust gas.

Zenith-Stromberg CD carburettor

2 = Not entirely clear to me!...but most likely relates to a revised body casting and internal passages to allow fitment of redesigned ancillary features and components as listed below

3,4,5 = Specific designators for particular combination of features.

S = Rotary cold start device (see item 2 in picture) supersedes the starter bar. The device provides additional fuel for cold starting through a graduated series of small holes in a rotating disc, sequentially exposed as the choke is actuated. Fuel is sucked directly from the float chamber, via a dedicated internal tube. Note that cold start is achieved by adding fuel – not by “choking” airflow as in fixed venturi carburettors, or the original CD. The correct cold start technique is to set the choke, and crank the engine without touching the accelerator pedal. Fast cold idle is achieved automatically by correct adjustment of a cam on the cold start device (see item 1 in picture) which slightly opens the throttle when the cold start device is actuated. There were at least two types, the later type being more compact.

E = Emissions controlled to varying extents, depending on additional suffixes for further detail. All “E” suffix have a spring biased metering needle that, by design, is not central in the metering jet. The offset allows for more precise metering. The needle is retained in the piston by a screw, and orientated by a setscrew to ensure the spring bias is in the correct direction. This setscrew additionally prevents the needle fully dislodging from the piston if excessive adjustment is attempted.

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Zenith-Stromberg CD carburettor

Limited mixture adjustment, via the metering needle, is available using the retaining screw that is accessed through the top of the piston after unscrewing the top cap. The adjustable jet in the bottom of the float chamber as used in the first generation is replaced by a blanking plug. Additionally, exhaust CO control on these “E” specification is via a trimmer valve, (see item 7 in picture) which bleeds air around the piston, causing it to fall slightly and lean the mixture. It has a very small adjustment range, and is supposed to be used in conjunction with an exhaust gas analyser to minimise CO emissions. The trimmer valve is adjacent to the temperature compensator, when fitted.

V = Vented float chamber, where at idle, the float bowl is sealed from the intake by a valve, (see item 3 in picture) actuated by a small lever at closed throttle (see item 4 in picture). This provides a more stable hot idle, and improved hot starting by preventing fuel fumes building up in the carburettor throat, which causes a too-rich mixture. When the throttle is opened, the valve immediately unseats, allowing the float chamber to vent internally. Typically, the idle and engine “off” venting is back to the air cleaner, but emissions compliant cars additionally vent externally to a charcoal canister.

T = The cold start device is controlled thermostatically by coolant water temperature (“water choke”) rather than a driver controlled cable.

X = Incorporates an EGR (Exhaust Gas Recirculation) actuation feature

Other devices fitted, without specific letters in the designation include:

Temperature compensation: A bi-metallic strip actuates at a preset temperature to gradually introduce bleed air after the fuel metering, to compensate for the enrichment that occurs as the inlet air temperature increases. (Hotter air needs less fuel to achieve correct air/fuel ratio). These are a small coffin shaped device with a white (or yellowed!) plastic cover on the side of the carburettor. (see item 5 in picture)

Bypass Valve: A rubber diaphragm incorporating a small circular brass element is actuated under high intake manifold vacuum, such as closed throttle over-run at high engine rpm, to introduce bleed air after fuel metering, thus leaning the mixture. This is done to prevent exhaust “popping” (excess unburned fuel being burned in the exhaust manifold due to excessive richness) and to reduce emissions. It is on the same side as the temperature compensator, adjacent to the throttle spindle, and was adjustable on early types (visible screw head on the side) and later made non-adjustable, or “tamper proof” (brass plug). It is readily identifiable by 6 tightly grouped screws, 3 cross head which are part of the valve, and 3 slotted which attach it to the carburettor body (see item 6 in picture)

Downstream discharge idle circuit: An adjustable (over a very small range) bypass circuit that bleeds metered fuel from upstream of the butterfly, to downstream, at

Zenith-Stromberg CD carburettor

closed throttle, to aid idle stability. As the butterfly opens, the circuit stops working as the pressure difference that causes it to operate, drops to zero. It is a capped screw device, adjacent to the bypass valve.

Example:

All Triumph Stags feature twin Zenith Strombergs. All are designated as 175CD. According to Burlen (who now own all rights to Amal, SU and Zenith-Stromberg see burlen.co.uk) 8 variations were fitted, with base specifications of 175CD2S, 175CDSEV, and 175CD2SEV, referencing the above will allow major features to be identified in these.

175 CD2S - 1 type only fitted, no bypass, temperature compensator fitted, no vent valve, mixture adjust via bowl. Superseded after a short time due to hot starting problems by.....

175 CDSEV - 2 types fitted, temperature compensator (altered specification to the CD2S), bypass, vent valve, mixture adjust via piston.

175 CD2SEV - 5 types fitted. Same as 175 CDSEV with revised drillings and passages.

Each of these 8 types has a unique 4-digit code stamped on the brass tag.

Final notes:

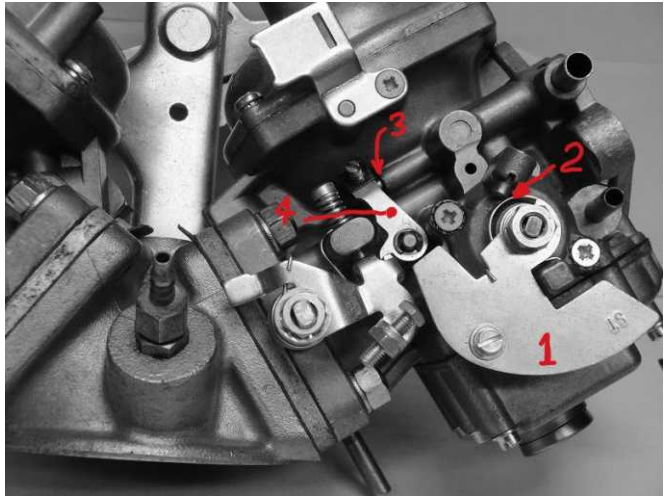
The Zenith-Stromberg when correctly rebuilt to original specification for the car it's fitted to, offers a reliable, easy starting, smooth driving experience, with the same power and torque as an SU. Many owners who have changed over to SUs swear they are better – but in all likelihood, the improvement is due to replacing decades old, out-of-tune, worn out Strombergs with freshly overhauled SUs! With standard camshafts, and standard inlet and exhaust manifolds, power and torque increases with fixed venturi carburetors are marginal, and apart from throttle responsiveness, most gains felt will be due to replacing the old carburetors with a new one.

For owner-modified engines, particularly those with more aggressive cam timing, and high compression ratio, Strombergs are not the best available solution as they have limited adjustability, both as a unit, and with needle selection. SUs offer a much wider range of adjustment and metering needles and can improve acceleration and top speed – with the caveats that whoever is tuning them needs to know exactly what they are doing, and that fuel consumption will increase.

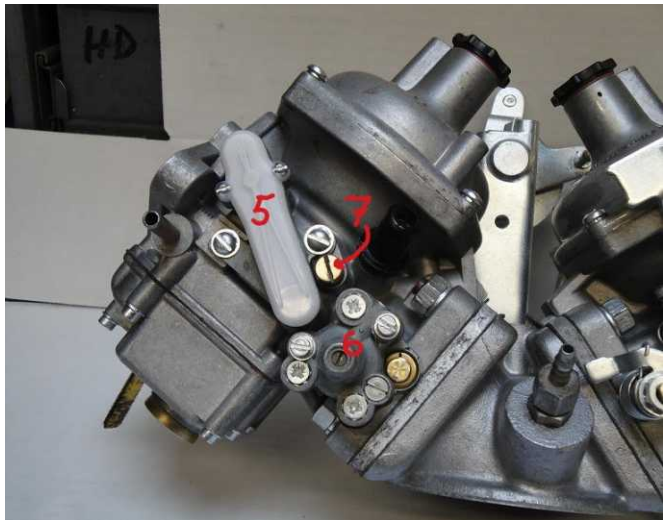
Fuel enrichment required for acceleration in SUs and Strombergs is provided by temporarily restricting airflow by having the piston rise slowly (the purpose of the damper and oil in the top chamber). This restriction causes the air to temporarily flow faster as demanded by the open throttle butterfly, the faster airflow draws more fuel into the engine. However, less available air = less power in this transition.

Zenith-Stromberg CD carburettor

For this reason, the highest performance in a heavily modified carburetted engine will be achieved with fixed venturi carburetors (like Weber or Holley) as these have no such temporary air restriction, achieving a richer mixture by introducing more fuel (e.g. with an accelerator pump) without restricting air, and so will also provide a more instant, aggressive throttle response.



Those owners preferring originality in their car need not feel they are missing out on performance by retaining their Zenith-Strombergs, as unless the engine is modified from factory specification, alternative carburetors offer little if any gains. Additionally, Triumph heritage is maintained as the Stromberg was conceived within the Standard-Triumph group!



David McLean

TCCV member #743

Legend for picture(s)

1 Cold start device throttle actuating cam
2 Cold start device
3 Vent valve

4 Vent valve actuation lever
5 Temperature compensator
6 Bypass valve
7 Idle trimmer screw

Jim Richards – Triumph Racer!

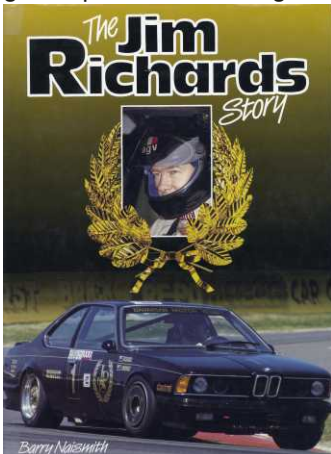
Submitted by Fraser Faithfull

Jim Richards is probably best known for his seven victories in the annual Bathurst 1000 touring car classic, spanning 1978 through to 2002. From the 1960s he raced a wide variety of cars including Ford Anglias, Escorts and Mustangs, BMWs, Nissan Skylines, Holden Monaros and Commodores, Porsche 911s, and more recently both a Ford Falcon Sprint and an American Motors Javelin in the Touring Car Masters series. His forays in Triumph saloons and TR7s are probably less well-known.

The Mk2 2500 PI rally car photo is credited in the 1986 Barry Naismith volume “The Jim Richards Story” as an action shot from the inaugural NZ Silver Fern forest rally, staged in April 1969. As we well know, the Mk2 2000 and PI didn’t go on sale until late 1969 in the UK, and probably early 1970 in New Zealand. Well, never mind the chronology, according to the book this was a brand new car purchased for the event by Jim’s sponsor, Jerry Clayton Motors. This dealership was located in Greenlane, Auckland, where as a spotty youth I used to admire the big Falcons GTs, Monaros



and Mustangs on sale. Famously, the bog-standard Triumph PI saloon initially led the premier national rally (which in fact was probably the 1971 event, and now branded as the Heatway Rally), then ran in second place until a navigation error dropped Jim and co-driver Mary Carney back to fifth. Alas the gearbox almost gave up on the last stage, leaving Jim and Mary to complete the event in top gear and finish quite a way down the field.



I was interested to spot a report about the 1969 UK RAC forest rally in British magazine Motor Sport Jan 1970 edition which recorded, “The Triumph 2.5 PIs entered by British Leyland were somewhat unwieldy but all three finished, albeit after clutch and gearbox trouble. Highest placed were Andrew Cowan and Brian Coyle.” Cowan later won the 1972 Heatway Rally in a very rapid Mini. Ironically Jim Richards was engaged by the NZ Leyland distributors to race a Marina in the 1972 event. You won’t be surprised to hear that after running in second place to Cowan early in the event, the Marina’s suspension broke

Jim Richards – Triumph Racer!

repeatedly during the rally, and to add insult to injury the gearbox had problems in the later stages.

The 2500 PI pit stop photo was taken during the Benson and Hedges 500 mile production car race held at Pukekohe circuit south of Auckland in September 1971. That's



Jim Richards on the right. Enthusiasts had raced Triumph 2000s previously in this annual Pukekohe meeting. 2000s finished 19th and 20th out of 40 finishers in the 1968 event. The lead cars in 1968 were Vauxhall Victor 3300s, Ford Zephyr V6s and Datsun 1600s. In 1971 the car to beat was the Valiant Regal 318 c.i. V8 automatic. Only NZ assembled cars could enter so there were no Falcon GTs or Torana XU1s on the grid.

Jim Richards and co-driver David Oxtan finished 3rd outright in 1971, three laps down on the winning Valiant Regal, and won the 1601-4100cc class ahead of a posse of brisk new Cortina 2000 GTs. As Australian magazine "Sports Car World" reported in the December 1971 edition, "Had the Jim Richards / David Oxtan Triumph 2.5 PI not required a six minute stop for (brake) linings, it could have been right up with the leaders."

The B&H 500 wasn't Jim Richard's last competitive outing in Triumphs. A one-make TR7 series ran in Australia in 1980 – with Jim finishing 2nd to Bob Morris. The series was run for a second year in 1981 and this time Jim came up trumps.



For an entertaining look at New Zealand's love affair with Triumph saloons, including more info about road and rally success, check:

<http://www.themotorhood.com/themotorhood/2015/9/28/triumph-2000-the-motor-man-analyzes-a-curious-new-zealand-motoring-infatuation>

For more about Jim Richards' unique racing career, visit:

[https://en.wikipedia.org/wiki/Jim_Richards_\(racing_driver\)](https://en.wikipedia.org/wiki/Jim_Richards_(racing_driver))

Brain Teaser – Word Search

The words below can all be found in the puzzle. They may be spelt horizontally, vertically, backwards, forwards, diagonally and some letters may be used more than once. When all the words have been found, the leftover letters will spell the solution.

O	O	R	S	P	R	I	N	G	D	H	H
I	P	A	R	I	V	O	U	E	U	Y	P
L	E	E	H	W	T	S	T	B	D	L	L
A	R	W	A	S	R	A	E	R	I	A	A
C	A	L	I	P	E	R	A	N	S	D	T
I	T	P	A	S	I	U	I	L	C	E	E
N	E	D	P	F	L	P	E	A	A	P	M
A	S	I	K	I	L	Y	E	U	O	E	A
H	L	N	C	Y	L	I	N	D	E	R	S
C	U	T	A	R	E	K	A	R	B	O	T
E	A	D	J	U	S	T	A	U	D	O	E
M	S	G	N	I	N	I	L	M	P	S	R

- | | |
|------------|---------|
| adjust | nut |
| brake | oil |
| caliper | operate |
| clips | pads |
| cut | pedal |
| cylinders | pin |
| disc | pipe |
| drum | piston |
| dual | plate |
| hub | rear |
| hydraulic | seal |
| jack | spring |
| linings | top |
| master | wheel |
| mechanical | wear |

Created by Judith McCowan

Answer on page 36

1927 Triumph Super Seven



This is the original license plate from the oldest Triumph Super Seven in the world. First registered on the 30th September 1927 it is reputed to have appeared at the London Motor show that year. The newly released Triumph Super Seven chassis numbers commenced at 5001. Chassis number 5003 makes it the third one off the production line.

Early in its life it migrated to Australia, where it remained in the Ross family for three generations, after which it resided in the Giltrap Museum on the Gold Coast for about twenty years. Eventually Giltrap's daughter acquired it and had the motor reconditioned but did not have it installed. Ron Thorp bought it in 1992 and completed a partial restoration, preserving as many of the original features as possible. It now resides in Inverell having spent the last year in the Motorlife Museum at Wollongong.

Ron Thorp

Courtesy Motorlife Magazine

Article submitted by John Goodman TCCV member 722



LE MANS TRS ON SALE IN UK

An ultra-rare 1960 Triumph TRS with Works Le Mans provenance has been acquired for sale by Bicester Heritage-based specialists in post-war British sports cars, Pendine Historic Cars. As one of just four ever built, the ex-Works TRS is famous for playing a significant role in British motoring history as one of three cars which competed in Triumph's 1960 and 1961 assaults on the 24 Hours of Le Mans, with their performance resulting in the prestigious manufacturer's team prize.

The cars set the scene for the yet to be released TR4 and featured the very rare Sabrina twin cam prototype engine, developed specifically for the demanding Le Mans race by the Triumph Competitions Department in 1959, of which only a handful exist today. 927 HP first competed in the 1960 Le Mans driven by Peter Bolton and Ninian Sanderson. Despite running faultlessly and with the three TRS cars finishing in 15th, 18th and 19th places, this was not Triumph's year and none of the cars covered the minimum distance required to be classified. However, in 1961 all three cars returned to LeMans, this time with the 927 HP raced by Les Leston and Rob Slotemaker. All three cars not only finished the race, but also covered the minimum distance required and, placing 9th, 11th, and 15th, they won Triumph the manufacturer's team prize.

'This is a genuine ex-Works Triumph TRS with extremely rare racing provenance as well as the legendary Sabrina engine' commented Jonny Shears of Pendine Historic Cars. 'Not only did this car compete twice in the world's oldest and most famous endurance race, but the Sabrina engine developed by Triumph never made it into mass production, making this a really special sports car, either for competing or showing at today's most exclusive motoring events.'

The car was being offered with an asking price of £295,000, but as we went to press it was listed as 'Under Offer'. Call 07770 762 751 or visit their website at www.pendine.com to check the current status.

A Comedy of Errors

(or How Not To Restore Your Triumph)

Some of you may remember two years ago when a new member with a 1971 white Triumph Spitfire MkIV USA model, joined the TCCV and went on the Tocumwal weekend run. I bought the car on-line sight unseen from the Gosford Classic Car Museum only a few weeks before the Tocumwal run. I figure that if you were going to buy a car “sight unseen” you couldn’t really go wrong with a car from a museum. I was not disappointed when I received the car. Although it was a bit rough, everything worked. After fixing ignition switch broken wires, the car started first pop. 1300 engine, single SU carbie with what appeared to be a one inch exhaust system. I was not expecting the poor old car to perform like a rocket and indeed it did not. It was slow, leaked oil and clearly needed a good overhaul. I was looking forward to cleaning the old girl up and fixing all the little bits and pieces that had been jerry repaired or just neglected.

The Spittie ran with no real problems but the poor tired motor certainly did not like anything that resembled a hill, hillock or indeed an incline of any sort. Changing down to third on its four-speed gearbox and driving up hills at 50 – 60 kph doesn’t really worry me unless it’s in a 100 kph zone and you have a veritable convoy of frustrated drivers behind you. It’s a bit embarrassing having a B-double fly past at double your speed UPHILL. Fortunately people seem to be so much more patient and understanding when it comes to slow classic cars. I was never once abused. In fact most people were intrigued and hanging out of their car windows trying to guess what the hell it was (it didn’t have Triumph or Spitfire on it anywhere...keep ‘em guessing).

Clearly I had to give the poor old engine a much needed overhaul and put twin SUs on. Twin carbies made no real difference, neither did a two-inch exhaust system. A total engine rebuild was obviously needed to bring this little beauty back to her glory and that mind blowing acceleration that was one of her main selling features – 0 to 100kph in something like 14 seconds.

Now being the deep thinker that I am I pondered how I should go about this. I knew I would be without the car for anything between six to twelve months due to engine rebuilders being in no hurry to give your little job preference over their normal daily drive repairs...understandably. But I didn’t want to be without my new toy for this long. Seeing that the car had already been converted from left hand drive to right, I figured there is no real point it trying to keep it absolutely original. Plus I found out that to conform to USA emission regulations the Spitfire engine, from factory, had in fact a low compression Dolomite head. So that’s not really what we’d call a Spitfire 1300 is it? I was later to find out that from factory, the USA model was also fitted with only a single carbie and an exhaust system no bigger in diameter than my garden hose, all to comply with the USA emission regulations. This seemed strange to me, to strangle a quite efficient simple engine because of

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“emission” yet most American made cars had great big fuel guzzling V8s that put out half the horsepower than my motorcycle does. No wonder the poor car had no “get up and go”, it was totally smothering. I concluded that instead of waiting six to twelve months for a rebuild, for the same sort of money I could buy an already reconditioned 1500 engine...more power at half the cost and a fraction of the time. And this is what I decided to do...and this was the beginning of the most incredible journey into the seemingly bottomless chasm of disappointment, disillusionment, bewilderment and frustration. A veritable nightmare. It all started with this simple, and some would perhaps say, sensible decision.

I made a few enquiries about where I might obtain such an engine. I didn't want to go through e-bay as all of the motors at that time were from USA. I had heard of the unfortunate experiences of others, so I wasn't going down that road. I had heard that there was a guy who dealt in Triumphs. Indeed he had a reconditioned 1500 engine. I happily handed over the cash and took the engine home. My younger brother (a wizard with anything mechanical) helped me take out the old engine and fit the new one...or, being more accurate, I handed him the spanners and made the coffee and he did the whole thing. He set things up and turned the key. With a little bit of coaxing it fired up. With a little bit more fiddling she was running quite sweetly. A bit of smoke but that was to be expected because the engine had to bed in. Very soon after, TCCV had its Hamilton weekend trip, which both my wife Margaret and I attended.

On the drive to Hamilton some members who were behind us in the convoy reported that my car was blowing a lot of smoke. I thought nothing of this as the car was probably still “running in”. At the first servo I checked the oil. The engine had gone through an extraordinary amount of oil. The engine was still running well with no sign of overheating but I noticed that the oil pressure gauge indicated that we were slowly losing oil pressure. So I filled her with both oil and petrol and off we went again. Next servo, again fill up with oil and check the fuel. Something was seriously wrong. The entire weekend followed a similar pattern. Not very far from home (fortunately), the engine started developing a knock...yes a big end knock. I called a friend who is a mechanic and told him what was happening and he advised me not to drive it. He came around and had a listen...big end. My brother had a listen...big end. So I called the guy from whom I purchased the engine. “You've revved it too hard, you've blown the rings”. He didn't want to know me. I had no other choice than to pull the engine out and take it to an independent engine rebuilder.

If it was something I had done I'd have to wear it. If anything I had babied the engine so I was certain that it wasn't anything that I had done. Needless to say I had to find out and had no other choice than to take it to an independent engine rebuilder. A couple of weeks later I had my answer.

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The independent engine rebuilder said he had never seen anything like it in his life. The engine hadn't really been reconditioned at all. It had been rebuilt using old bits and pieces that were lying around. It had new pistons and rings yes but the cam looked like it had been lying in a paddock for 10 years and had been simply sandblasted and put straight in. The rings were put in incorrectly; one piston was fitted with the wrong size rings and some had been overlapped. Oil had been pouring straight past the rings and out the exhaust. One gudgeon pin was too long and had only one circlip and that had broken, fallen into the barrel and badly scored it. The big end bearings were old and pitted and had been filed...yes "filed" to make them fit. There were many other "anomalies" that we need not go into here. This was certainly NOT a reconditioned engine. The independent rebuilder provided a detailed report along with photos. I sent a copy of the report to the guy who sold me the engine and gave him a chance to make an offer of restitution. He didn't want to know me. So, off to VCAT. Needless to say I won the case and I was fully reimbursed.

The point was that it had wasted so much time, it was an unpleasant experience and this is precisely what I was trying to avoid. Apparently this chap is well known for all the wrong reasons...now I find out!

A year later the newly rebuilt motor is back in the car along with a gear box with overdrive. We drove it round the block and it was making the same big end noise. My brother pulled the engine apart (again) and indeed it was the big end bearings. The independent rebuilder had replaced virtually everything EXCEPT the oil pump. He came and picked up the engine and replaced the pump with a new one, replaced the bearings and checked the whole engine out to make sure it was 100%. Back into the car it went. Turned the key, sounded sweet. Took it for a drive around the block. It was pinging like crazy. Adjusting the timing virtually got rid of the pinging but it was running like a chaff cutter. We readjusted the timing to where it was running best, but it was still pinging. We spent an entire day messing



with the timing to no avail. We tried fresh 98 octane fuel – no difference. We added Octane Boost – no difference. We came to the conclusion it might be the Chinese distributor. Took the distributor off and took it to Performance Ignition Services. They informed us that the distributor was faulty. So we bought a Bosh Scorcher points system. P.I.S. (unfortunate acronym) set the

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distributor up for the engine. You wouldn't believe it – no difference. We spent another day trying to get the timing right. We double checked the timing marks and chain. We even tried No7 plugs instead of 4s...no difference. A friend of mine, Rob, races a Shelby (No12) Cobra. He suggested I take my Spitfire to his mechanic Don Stafford at Wellco Engine Builders in Campbellfield. I took his advice. Don sent the distributor back to P.I.S. and had it set it up the way he wanted. This got rid of the pinging but the car had a real flat spot. Don thought the increased compression might be causing some problems and suggested we have it dyno tested. He had a mate called Trevor Simkin who apparently was a whiz with the dyno and with carbies. So, off to the dyno.

The independent engine rebuilder initially told me that the compression ratio was 10.2 to 1. This shouldn't pose any problems. But I later found out that the compression ratio is in fact 10.6 to 1. I have read in an on-line forum that these motors apparently have a timing critical point of 10.5 to 1. It is said that the closer you get to 10.5 the more precise the time must be and at 10.5 it must be EXACT with no margin for error. At 10.6 perhaps the engine is "untunable". If this is the case then the head must come off and either the combustion chambers decompressed or the compression ratio lowered via a shim. I don't know how much faith one should have in what one reads online. The way things are going I could just see the dollar signs adding up.... I could see that if the head had to come off and modifications required I would have to mortgage the house to pay for this "simple engine swap". You know how it is when you're lying in bed at night and everything just blows way out of realistic proportion. My imagination was starting to run wild. After several deep breaths I calmed myself down and decided not to panic until the dyno had been performed and we knew definitively what the problem is. Then and only then could I decide whether or not it might be easier to simply set the bloody thing alight.

Don Stafford rang his mate, Trevor Simkin, and asked him to pick up the car and put it on the dyno. Keeping my fingers crossed, I patiently waited. Now I know that these guys are busy and everyone wants their car yesterday. But after being without it for one and a half YEARS, I'm starting to get toey...none of these guys are in a hurry. Certainly restoring an old banger, if nothing else, keeps you poor and teaches you patience.

Ten days later I could wait no longer and rang Trevor asking if



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there had been any progress with the Spitfire.

The news was music to my ears. He found that it was basically a carburettor problem. We had, in fact, done everything right but the carbie needles were the wrong ones for this engine let alone a REBUILT engine with much higher compression. Essentially the carbies were running way too lean as the revs increased, causing pinging. Adjusting the carbies to run richer up top meant that it was WAY too rich down low and could scarcely idle. An experienced estimation at what would be required was made and.....low and behold, we now have a Triumph Spitfire MkIV 1500 at 10.6 :1 that purrs like a kitten. Trevor was happy with the way the car was running and even commented that it was quite a quiet engine....YES! at long last. My youngest son (who built the meanest Datsun 1200 ute with a 2 litre turbo Nissan engine in it) asked how many hp the car now had. Unfortunately as it is a new engine Trevor could not do a "power" test on the dyno until the car is run in. We estimate that it has about 100 hp.

Trevor finished the car that day and called me saying that I could pick it up whenever I wanted. Then came the surprise. No, it wasn't the cost (in fact the cost all up was very reasonable indeed) but the location. Now seeing as Don Stafford, the guy I originally took the car to, was in Campbellfield, I assumed that Trevor was in the same vicinity. WRONG! To my astonishment Trevor informed me that he was in Kialla, near SHEPPARTON. WHAT?!? It's going to cost me a fortune to get the car trucked back home from Shepparton to Eynesbury (near Bacchus Marsh). Trevor warned me that we have a problem with not being able to drive during the pandemic.

I called the local police station and enquired about dispensations, explaining my situation. I was advised that if I was pulled up, it would be up to the discretion of the police officers who pulled me up. However in their opinion picking up a



repaired car to vacate the workshop of a mechanic is a valid reason to drive. I took the punt.

The Spittie purred like a kitten for 220 kilometres back home. It didn't miss a beat and we didn't see any police. The irony is that after a year and a half I finally get the car back running properly right at the start of a pandemic where we all have to stay

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home. Such is life. Needless to say my wife and I are looking forward to the next TCCV run so that we can enjoy this little white rocket.

Would I do it again? Hmmmmm. It was a very steep learning curve. I had the privilege of James my younger brother who worked tirelessly on the car using skills and knowledge that I could only dream about. Without him it would have cost me an extra \$10,000.00, I'm sure. I have learned a LOT, but would I do it again? I'm tempted to say "NOT ON YOUR LIFE". But on reflection and knowing what I do now I think I would. The biggest problem is being beholden to others to do the work for you in the time frame you want. It can cost a fortune. But if you can do most of the work yourself (or someone doing it gratis) I think I would in fact do it again....but I'm not, because I love my wife and I want to stay married. Ha, Ha, Ha.

I would like to thank my brother James Richardson (Jaykim Enterprises Gisborne 0418354513) for the monumental amount of work he has done for me, not only on this car, but all the other stuff over the years. So if you are struggling with a mechanical problem or want a part rebuilt or made, give him a call and have a chat.

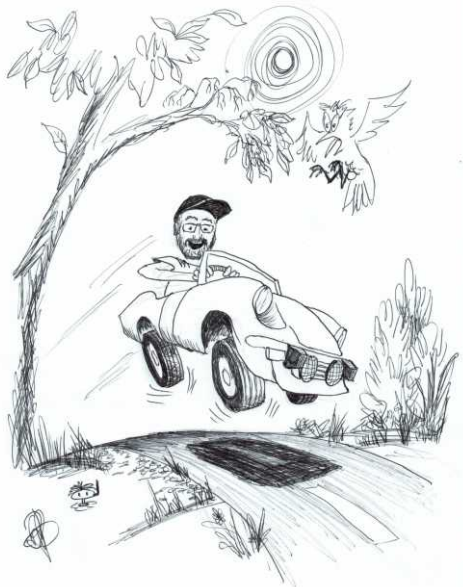
I would also like to thank Don Stafford of Wellco Engine Rebuilders Campbellfield and Trevor Simkin of Simkin Engineering Kialla for sorting out the running of the engine.

Thanks also to Larry Mundell of TSOA and fellow Spitfire owner and my good friend Rob Sandilands (Cobra Club) for all of their help, advice and support during this rebuild.

And lastly thanks to my wife for not having a nervous breakdown and not divorcing me.

The "simple solution" took ONE and a HALF years to complete. This journey has finished, now on to the next one....doing the whole East Coast surf beaches in the 1971 MkIV Triumph Spitfire.

Ron Richardson



Members in Lockdown

The McCowan's Covert (Covid) Operation

My workshed was formerly the extension to a weatherboard Edwardian cottage, comprising a family room, bathroom, and laundry. The original cottage was demolished, and sheets of roofing iron were used to clad the exposed wall. For better or worse, I kept quite a bit of the timber from the demolition as I thought it might come in useful, one day. This was the early 1990s.



The existing workshed

I also had two “donor” Triumph Mk-II sedans parked down the back, next to the workshed. From the more accessible one, I had removed and used the gearbox, rear axle half-shafts, front disk rotors, and various other parts.

By 2005, I was spending a lot of time working interstate, and the health of both my parents was failing. Consequently, everything around home started getting overgrown while I was away, and my return visits tended to be devoted to assisting my parents, leaving me neither the time nor the inclination to attend to the burgeoning problem. The problem suddenly got worse a couple of years ago when the roof of my workshed started leaking in a couple of places and, despite best endeavours, I could not locate where the water was getting in – it certainly wasn't near to where it dripped through onto the ceiling!

Needless to say, this history meant that we had virtually no garden to speak of, much to my wife's disappointment.

Enter COVID-19. No longer permitted to go anywhere unless essential, we decided to rebuild the workshed, keeping part of it as a woodworking area, and converting the other part to a mechanic's workshop, so that I would no longer have an excuse to not get the Mayflower back together and on the road (as well as any other Triumph car work – which is always needed). We would also establish gardens, at both the front and the rear of the property.

So it started. Dispose of all the materials from the cottage demolition that I had saved for 25 years; a 6 cubic metre skip bin full.

Clear the overgrowth of vegetation (predominantly blackberries – I reckon there were more to contend with than Prince Charming had to slash his way through to reach Sleeping Beauty!) This uncovered the two donor Triumph sedans, but how to get rid of them, particularly the one with no wheels or means to roll it? Three days with an angle grinder sorted that problem out (which included carrying all the bits down to the front, to be collected by a metals recycling agent.



Some of the demolition materials (the fence was to keep our dog away from blackberries, cars, etc.)

Members in Lockdown

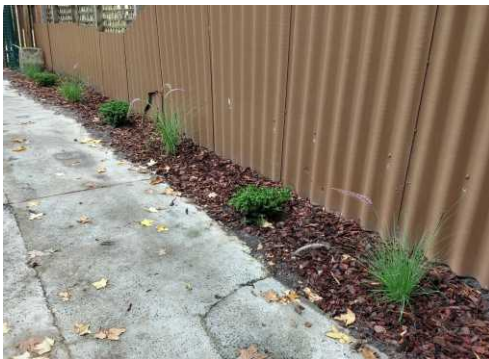
With that one out of the way, the second one only needed to be winched 55m from the very back of the property up to the front, again for the metals recycler. Sounds easy, but it had gradually sunk over the intervening years right up to the axles, so major excavation work to extract it. Of course the tyres were totally deflated. Fortunately, three of the tyres responded to hand-pumping; I had to replace the fourth wheel.

With the cars gone, there was now space to erect a garden shed in which I can transfer equipment, etc. from the workshed while the rebuild occurs. At the time of writing, the garden shed is yet to be erected; hopefully it will be in place by the time you read this article.

Yes, a garden bed at the front has been established, and both a flower bed and a veggie patch have been established at the back.

Roger McCowan
TCCV Member #8

**Photos at right:
2500TC covered in blackberries;
2500TC partially disected; 2500TC
ready for metal recycler**



Part of front garden



Part of rear garden

Members in Lockdown

Alan Andrews

Lockdown has been a golden opportunity for me to catch up on a few things like helping Joan with the house cleaning, the garden, keeping out of her way as I tinker with Gerald, watching a lot of Channel 96 and doing stuff on our website. But mainly I have been tinkering. Here is a list of what I have been doing with Gerald; refurbishing the boot with new paint, carpet and Masonite; drivers-side body protector; diminishing my stock of polish; fitting chrome bonnet stay; dash extension with coin-receptacle known colloquially as an ash tray; spring device inside the driver's side door that prevents it closing with the wind; a wonderfully-working demisting system; arranging a new windscreen; exhaust system rear of the extractors; painting the grill with distinctive colour stripes (red and chrome, of course) and touching up those stone chips. I feel quite worn out!

Alan Andrews

TCCV member #572

Ian Fox—ISO project Stag

I find myself the proud owner of a 1973 Stag, after having made the decision to 'upgrade' to an automatic. I'm coming from a TR6 base so really there was only one choice. First job is to pull the water pump out and have it rebuilt, as I was told the seals had gone. I knew it was a bit of a pain to do, but didn't seem to be something I couldn't handle. Took it up to Richard at Fairfield motors to have it done while I busied myself preparing the car for a roadworthy, and tidying up some 'inventive' wiring. Removed the tow-bar as well as the wiring loom, and patched up all those silly splice connectors people insist on using. Also uninstalled a pair of air horns that seemed to be redundant, as the stock horns work fine thank you. Another rat's nest of wiring gone, along with the additional spotlights.

Investigating the inlet ports, I'm leaning towards a miss-diagnosis of a water pump failure, as the rear left two were chock-full of everybody's favourite silicone, which I'm assuming was layered on to keep the coolant in. The air filter had expired, but I was replacing that anyway, but the o-ring seal was missing, and the cover wouldn't 'latch' closed.

Picked up the water pump today from Richard, along with all the gaskets I needed to put it back together properly. I must say he is the most helpful, friendly guy I've come across in the auto repair business, and would recommend him to anyone.

Ian Fox

TCCV member #894

Les O'Hanlon

Firstly congratulations on the May newsletter. It was a great result and must have taken a lot of effort by both you and your helpers.

Thought I would let you know how the coronavirus is affecting me.

Due to having two rare forms of Leukaemia my specialist recommended that I go into voluntary lockdown at the start of March. It's now been three months and I think I have gone a little stir crazy. The first week was not too bad. Margaret had a number of jobs, such as repainting the letter box, for me to do however these can only be done once. The Spitfire has been cleaned and polished to within an inch of its life. I then discovered that a local gift supply warehouse sells wooden clock kits. They are made from light wood and consist of up to 80 parts. NO glue is used in the construction as the parts lock together. The packaging states they are for people over the age of six. However, instructions are limited and I am finding it's taking me between five to six hours to assemble each clock. At a cost of \$4 per clock Margaret says it's a cheap way of keeping me out of her hair. Marg went shopping this morning and brought me another six clocks including two wall clocks. My relatives are over the clocks so I am running out of people to give them to. I'll save some for the club.

The photographs of my Spitfire were before it was registered on 28th October 2019 but then I was diagnosed with my illness on Melbourne Cup Day so the vehicle has only been driven three times.

There are only three medications available for my problem the first put me in hospital for two weeks. The second got me two overnight stays in hospital. Yesterday my specialist told me that the present one is not fixing the problem so he doubled the dosage. Here's hoping and I may get to do more than sit in the Spitfire.

Back in the late 60's a mate and myself used to buy 2nd hand MGs and Triumphs and fit them with Holden grey motors. There was a company down Truganina way that used to make adapter plates to enable fitting of the motors and also Jaguar gearboxes. As you can imagine they went rather fast.

Hopefully we will all survive and get back to some normality.

Les O'Hanlon
TCCV member #943



Members in Lockdown

Peter Welten

During this self-isolation period with the help from Brian Churchill (he is the brains of the outfit) we have started to replace my type 65 Borg Warner three-speed transmission with an Asian Warner four-speed transmission from a Volvo. Thanks to the wonderful work by Tony Zuiderwyk for all conversion work required to fit the Asian Warner transmission, he truly is a genius. The Volvo four-speed has an electronic speedo so I have decided to install an electronic speedo with a matching tacho, you can remove the trim on the original gauges and install them on the new VDO speedo and tacho so that it matches the rest of the gauges. We are installing the dipstick pipe from a type 35 Borg Warner to the sump of the Volvo transmission and the end of the Volvo dipstick to the dipstick of the 35, thanks to Brian for coming up with this idea. We hope to fit the Volvo transmission to the Stag in the next couple of weeks. It is a major job carrying out this work and without the help from Brian and Tony I would not be able to do the work. Thanks boys I owe you a beer or a good red.

The project was then extended into a TCCV Technical day on Saturday 13th June and Terry Roche provided the photographs of the day.

Whilst the Stag was on my hoist we installed a set of constant velocity half shafts and a set of gas shockers to the rear, so now I have a fully converted Datsun 180B half shafts. Consequently I now have a pair of original Triumph half shafts complete with universals for sale at \$250.00.

Peter Welten

TCCV member #546

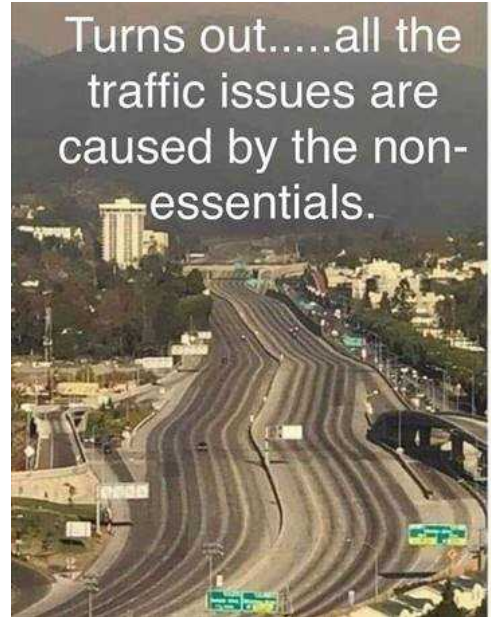


Members in Lockdown Chris Sallmann

Have we grasped anything from 'lockdown'?---most likely not

I just wonder, as Uncle Dan has set us partly free and traffic rushing past my place goes back to 'normal', are all these rapid trips necessary, have we learned anything? My experience has been just like all of you, thinking, planning my activities going to the shops once a week, putting off my dentist and quarterly GP check up.

Turns out.....all the traffic issues are caused by the non-essentials.



Notwithstanding the oblivious worries I have enjoyed aspects of this period and hope people around me have taken the opportunity to change their lifestyles. I live near a park and I see heaps of people, many I don't recognize, heading off to exercise. Could be we will all be

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Members in Lockdown

fitter, and the barking dogs so knackered they will be pleased to be home and too tired to bark.

The air is cleaner, I can see stars at night and the drone from the freeway is far distant. My neighbors who normally have ants in their pants are generally at home, they seem to be managing ok with one shop a week, will they grasp this ongoing, who knows.

Is the hand shake dead? Personally I am over having to grip the hand of a tradie I've never met nor will ever see again, and those air kisses you see outside the shops as groups or even pairs stand smack in the middle of the footpath to discuss the price of jam.

When we go to an el cheapo for a Parma will the table actually be clean, and gee it would be novel to have shops clean counter tops. I remember when you went for a haircut the cutters would be sitting in a lovely germ-killing blue light, alas no more.

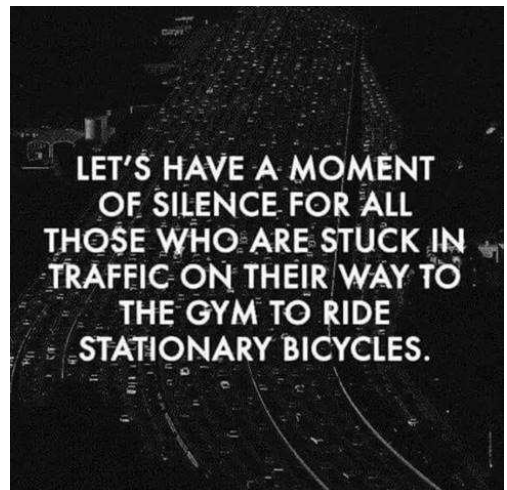
I saw a video of a crew 'deep cleaning' a train, now of course this is a term taken on board by fools in the media, it actually means cleaning out an operating theatre, however I shall run with it. I use the train a bit, just look at those poles and hanging straps, yuk no wonder office workers get sick, we blame the buildings they work in, maybe we should look at the transport, most likely they are full of the latest germs before they even get to the tunnel.

This period has affected me, I live alone; I had a period notwithstanding the phone of nearly three weeks whereby I spoke to no one, not even at the shop where I waved my card at the machine. One daughter is home schooling three under nine [all boys], the other kid was stood down from work only months after setting up her mortgage, a family member has been tasked to ship bodies should matters get out of hand. Luckily this did not happen but if it did he would be in quarantine for the duration. However, we have managed just like so many and we are determined to come out the other end relaxed, hopefully weighing less and looking forward to a cleaner more respectful future.

We can only wish.

Chris Sallmann

TCCV member #559



Leon Himmelfarb

Whilst many members of the TCCV have reached the golden age of retirement, some of us are still trying to build up our superannuation accounts. And goodness knows just how uncertain everything is these days.

My company employs about 300 people, manufacturing complex wiring harnesses for aerospace and defence applications. We also do rail projects when they come along.

The increasing alarm and virulence of the virus has thrown all our lives into disarray and bewilderment.

At home we are still fairly close to 100% lockdown in order to protect the more vulnerable members of the household. This enabled us to qualify for home delivery from the supermarket at the height of the hysteria, and we are still sanitising plastic things when we bring them in to the house.

On top of the disruption at home, working at a family business means that we don't have the deep pockets and expertise in all areas like bigger companies and multinationals.

As well as the disruption caused by our global supply chain getting the jitters, we are dealing with the impracticality of keeping people working in a factory at a distance from each other that prevents them from working effectively.

The office corridor is too narrow for people to safely pass one another so we now have a one-way pathway that requires many staff to enter their office via the factory.

And yet to date we have no obvious cases of the virus in the factory. I wonder if one singular case would shut the whole place down.

I am working from home for health reasons and trying to maintain all my tasks, albeit some of them require me to look at things in the factory. To date my staff are being very compliant, sending photos and taking my calls.

It is fair to say that by the time you read this; things may have changed significantly. But tonight Sunday 24th May, this is a snapshot of my reality.

I think our state and federal governments have done a fantastic job of suppressing the COVID 19. By example, our mortality rate per capita is 1% of the UK!

Hopefully everybody in the club is adhering to the rather draconian measures imposed on us. Anyone who doubts the need for these restrictions risks their own safety and that of others if they ignore them. Please everybody keep safe!

On the topic of Triumphs, last year was a very frustrating one for me with the Stag.

I fitted a Stag Weber carburettor and for some reason the engine did not want to start easily. Then finally it just would not start at all. I

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Members in Lockdown

took advice from club members and others but all to no avail.

One day I called the RACV and the mechanic said, “your fuel pump isn’t pumping fuel” and he showed me that the fuel filter in the engine bay wasn’t filling with fuel. So, I bought a replacement pump of the same type; that being the New Zealand copy of the SU with electronic points. Despite this the car simply would not start.

Hmm... what to do next? There was a local garage whose owner had done really good work on the Stag previously and who I trusted, so I had the car towed there and asked him to have a look. He gave the car to a younger guy (as I later found out) who replaced the fuel pump again and told me that to start the car every time I would have to remove the fuel line from the tank (i.e. remove the entire contents of the boot) and SUCK FUEL UP INTO THE PUMP! And to add insult to injury I had to pay before they would give me the car back. Back to square one and much the poorer for the experience!

This time I bit the bullet and had the car towed up to Fairfield Motors. They found that the lines of the entire fuel system had been butchered over the years and the breathers and vents were all blocked or misdirected. Once that was rectified, they fitted a much higher capacity fuel pump. Lo and behold the car now starts quite nicely. So it turned out that the problem was nothing to do with the Weber carburettor after all.

Last weekend (16/17 May) was the one with fabulous warm sunny days, so I took immediate advantage of the relaxation to the rule about driving without an essential reason, and took the Stag along Beach Road. Of course, plenty of other club-plated vehicles and motorbikes were doing the same, but the traffic flowed well enough and it was a glorious return to open top motoring.

With the club meetings cancelled for the time being, it has been nice to be receiving a higher tempo of emails to keep in touch. I look forward to being able to gather again - who knows when?

Leon Himmelfarb

TCCV member #652

Michael Lauder

With a bit of time on my hands I thought now might be a good time to replace the bushes in the front suspension of my 1976 Stag.

I've had the bushes for a while, along with a replacement crossmember. Why would I have a replacement crossmember? Well, because somebody in the distant past decided that it would be a good idea to jack up the car using the crossmember with what I assume was a trolley jack without any consideration to damage that might occur. It got damaged. Not only that, after damaging the crossmember, they moved onto the sump that also boasts a lovely dented surface.

So here we are, stuck in the middle of an international crisis and I'm making the most of the time off work and the perfect weather to work on the Staaaaag. Should only take a few days...drop the suspension off, remove sump, bang out dents and as the manual describes it to refit... "reverse instructions".

Thankfully I had foreseen the effort it would take to crawl under the car to carry out this range of work and I had purchased a scissor hoist. On a side note, I would strongly recommend purchasing one as opposed to using axle stands. I am very glad that I have it to use in my narrow carport.

OK, so the entire front suspension came off without too many dramas. I'd already noted an oil leak from what appeared to be the left hand side of the steering rack. No problem. Gaiters on the suspension struts split. No problem. Now, I can assume that I have quite a bit of time to get this job completed so instead of using the replacement crossmember that I had ready to go, I decided that it would be preferable to use the one that came off the car. I went off to work under the guise of carrying out essential activities and straightened out the damage. A bit of paint and it looks great.

Whilst under the car, using my recently acquired scissor hoist, I had a bit of a poke around and spotted that the hoses to the transmission oil cooler could have been in better condition. Add that to the shopping list.

Took sump off. I was dreading this. Not because it's difficult to do but I was dreading what I would find there. I'm only taking it off to get the dents out! Apprehensively lowered the sump after removing the bolts. Looks OK in there! Happy me. A few bits of old gasket sitting in the small amount of sludge along with some thread tape. I hate thread tape being used in applications like this. It's only good for clogging up small oil ways. Use a liquid sealer instead.

I'm in there, OK? Why wouldn't I take a look at the bearing shells? It's a bad idea, I know. This could start getting expensive but Resistance is Futile! Off comes a main bearing cap and off comes a big end cap. Don't look!... Ah, reasonable

Continued on page 32

Members in Lockdown

condition. Will certainly last a few years yet. No need to replace them, just clean, oil and replace. Am I seeing the light at the end of the tunnel?

What's happening to the rest of the parts I removed? I put the struts over there, the steering rack is over there and on the bench is everything else. Wriggle wriggle ball joints... one of them is ok and the other is shot. Replace them both. No problem. Replace track rod ball joint, just because I could.

I parked the struts next to the shed for later consideration but when I went to pick them up I saw oil on the ground where they had been sitting. OMG, the dampers must be U/S. I haven't got a spring compressor so how do I dismantle the struts? Buy a spring compressor would be a good start. Off to All Tools and a spring compressor and ball joint remover later and I should be all set. Used the ball joint remover first as that was the easiest and shouldn't reveal any surprises. Worked well and ball joints removed and stored in the bin. Sounds easy doesn't it? Fortunately I have a fly press at home and after searching around for suitable diameter tube I was able to press the ball joints out and new ones back in. Apprehension about the spring compressor saw me donning thick gloves and using safety goggles. I need not have worried so much as they compressed the springs without any problem at all. I slowly rebuilt everything after a thorough clean and paint.

Whilst the car was up in the air I noticed a small amount of coolant on the ground. Wondering where this was coming from I had a good look around and noticed a bright green drip on the bottom of one of the pistons. I poked a bore scope down the spark plug hole and there it was.... a small pool of coolant on top of the piston. That's depressing. Next job is to manufacture a head removal tool and proceed to the next job.

Why did I start this?

Michael Lauder

TCCV member #841

Terry Roche

The COVID-19 lockdown during Autumn has been difficult to adjust to, although Jan and I are mindful that previous generations have dealt with far more difficult circumstances. Simple pleasures like reading have become more difficult as libraries have closed, and buying second hand books from the charity shops has also been virtually impossible.

Jan consumes books more than I do, so having to make regular treks to buy new books has been annoying. I do not comment on the cost however, as I know it

Members in Lockdown

would lead to a remark about the more than loose change that I spend on the Triumph.

I have been able to keep reasonably occupied with my Rotary Club via zoom meetings, but communicating via zoom is far from ideal. Face to face meetings just cannot be replaced by electronic means.

I have spent a fair bit of time working on the TR6. Nothing too adventurous mind you as it is in pretty good condition at present. However, I have managed to find jobs to do on the Triumph which have, I admit, been in the “nice to do” category, rather than the “must do” category.

I have changed the bushes on the front and rear sway bars, replaced the bottom pads under the rear springs, replaced the rear brake shoes and the wheel cylinders, and importantly, flushed the brake fluid, a job that should be done every two years. I have drilled a small hole in the top of each of the sills, in the doorway and inserted a spray gun to fill the sills with rust-preventing fish oil. Stainless Steel kick plates, presently on order, will cover the two holes.

One job that I recommended to all previously was to remove the rear light clusters, dismantle the lenses, and thoroughly clean the inside of each one. The difference it made is quite noticeable. Despite the seals and gaskets, it is quite amazing how much dust, soot and the like had accumulated inside the lenses. I have also switched the reversing lights to much brighter LED globes.

I have added three small led lights in a discrete position on the dashboard. One tells me when there is power to the overdrive solenoid, one confirming when the thermo fan cuts in, and one that confirms power to the petrol pump. I also have a switch to override the petrol cut off switch. The petrol cut off switch in Petrol Injection cars cut the power to the fuel pump in the event of a crash. However, the internal switch is notoriously unreliable when starting the car so a by-pass switch when starting the car is handy. Too much time on my hands? Yep.

This lockdown has provided a good opportunity to do the odd jobs on the car that we all tend to put off until we have to fix the problem. As it is essential to keep our cars running at least every two or three weeks, I have always kept a prescription in the glove box so that if asked, I am on the way to the pharmacy. Hand on heart, I have never used the TR6 to stock up on toilet rolls. The boot is too small.

Terry Roche

TCCV member #588

Members in Lockdown

Neil Robinson

Things I Have Been Doing

The back garden has never been so weed free and tidy. Vegie boxes look great with Broad Beans just about to flower, Broccoli, Cabbages, Carrots and Parsnips all doing well.

Likewise the garage has never been so tidy with things in the right places. 2500TC has had some fish oil rubbed into any showing of rust all around the body something that I have been going to do for a long time.

Things I have missed

The TCCV Events and contact with all members, AFL and just being able to go out for a meal and enjoy other people's company.

Neil Robinson

TCCV member #704

Clever Anagrams

PRESBYTERIAN:

When you rearrange the letters:

BEST IN PRAYER

ASTRONOMER:

When you rearrange the letters:

MOON STARER

DESPERATION:

When you rearrange the letters:

A ROPE ENDS IT

THE EYES:

When you rearrange the letters:

THEY SEE

THE MORSE CODE:

When you rearrange the letters:

HERE COME DOTS

DORMITORY:

When you rearrange the letters:

DIRTY ROOM

SLOT MACHINES:

When you rearrange the letters:

CASH LOST IN ME

ANIMOSITY:

When you rearrange the letters:

IS NO AMITY

ELECTION RESULTS:

When you rearrange the letters:

LIES - LET'S RECOUNT

SNOOZE ALARMS:

When you rearrange the letters:

ALAS! NO MORE Z 'S

A DECIMAL POINT:

When you rearrange the letters:

I'M A DOT IN PLACE

THE EARTHQUAKES:

When you rearrange the letters:

THAT QUEER SHAKE

ELEVEN PLUS TWO:

When you rearrange the letters:

TWELVE PLUS ONE

And for the Grand Finale:

MOTHER-IN-LAW:

When you rearrange the letters:

WOMAN HITLER

Maybe we don't have it that bad?

It's a mess out there now. Hard to discern between what's a real threat and what is just simple panic and hysteria. For a small amount of perspective at this moment, imagine you were born in 1900.

On your 14th birthday, World War I starts, and ends on your 18th birthday. 22-million people perish in that war. Later in the year, a Spanish Flu epidemic hits the planet and runs until your 20th birthday. 50-million people die from it in those two years. Yes, 50-million.

On your 29th birthday, the Great Depression begins. Unemployment hits 25%, the World GDP drops 27%. That runs until you are 33. The country nearly collapses along with the world economy.

When you turn 39, World War II starts. You aren't even over the hill yet. And don't try to catch your breath. On your 41st birthday the United States is fully pulled into WWII. Between your 39th and 45th birthdays, 75-million people perish in the war.

Smallpox was epidemic until you were in your 40s, as it killed 300-million people during your lifetime.

At 50, the Korean War starts. 5-million perish. From your birth, until you are 55 you dealt with the fear of Polio epidemics each summer. You experience friends and family contracting polio and being paralyzed and/or die.

At 55 the Vietnam War begins and doesn't end for 20 years. 4-million people perish in that conflict. During the Cold War, you lived each day with the fear of nuclear annihilation. On your 62nd birthday you have the Cuban Missile Crisis, a tipping point in the Cold War. Life on our planet, as we know it, almost ended. When you turn 75, the Vietnam War finally ends.

Think of everyone on the planet born in 1900. How did they endure all of that? When you were a kid in 1985 and didn't think your 85 year old grandparent understood how hard school was. And how mean that kid in your class was. Yet they survived through everything listed above. Perspective is an amazing art. Refined and enlightening as time goes on. Let's try and keep things in perspective. Your parents and/or grandparents were called to endure all of the above – you are called to stay home and sit on your couch!

Submitted by Roger McCowan

Brain Teaser—Solution

O O R S P R I N G D H H
I P A R I V O U E U Y P
L E E H W T S T B D L L
A R W A S R A E R I A A
C A L I P E R A N S D T
I T P A S I U I L C E E
N E D P F L P E A A P M
A S I K I L Y E U O E A
H L N C Y L I N D E R S
C U T A R E K A R B O T
E A D J U S T A U D O E
M S G N I N I L M P S R

Drive safely on roads

Next month's *Trumpet* will feature another WordSearch. Rather than focusing on car parts, it will be countries, perhaps ones you have visited or would like to visit once all COVID-19 restrictions have been lifted.



Monthly General Meetings

General Meetings are held monthly on the third Wednesday of the month, except for the month of December and the month in which an AGM is held. The standard agenda for the General Meetings is:

- Welcome address
- Apologies, Minutes & Secretary's Report
- Editor's Report
- Membership Secretary's Report
- Triumph Trading Report
- Any other business.
- Guest Speaker / Special Presentations
- Treasurer's Report
- Event Co-ordinator's Report
- Library, Tools & Regalia Report
- AOMC Report

The order of the agenda is subject to alteration on the night by the chairman. Extra agenda items should be notified to the attention of the Secretary via email to secretary@tccv.net

The minutes of monthly general meetings are available for reference in the Members Only section of the website. A few hard copies of the prior month's minutes will be available at each monthly meeting for reference.

Membership Subscriptions

CURRENT MEMBERSHIP Subscriptions are due BY 30th JUNE 2020

This is a reminder that in accordance with the Clubs constitution, Members are required to finalise their subscriptions by no later than the **1st July 2020**.

Failure to pay by 1st July 20 does render a Member as un-financial & they will no longer be able to have access to the Pass-Word for the Members Only Section on the Triumph Website.

More importantly: those Members within the Vic. Roads Club Permit Scheme must be a Financial Member at all times, under the TCCV By- Laws Number 2.

Financial membership lapses annually on 30th June, or upon notification of resignation of a member.

To remain a continuous Financial Member, the TCCV Treasurer must receive your renewal subscription prior to 30th June 2020, for the following year. Otherwise the member becomes un-financial from 1st July and is not entitled to the rights and privileges of a TCCV-sponsored Club Permit. (Life Members are continually financial unless resignation is advised).

If your Club Permit is current and you are not financial this is unlikely to come to the notice of the Police or Vic Roads if checked.

However you are placing the TCCV in a difficult position if the Committee is asked to declare that all club permit holders are financial members.

You will appreciate that the scheme does operate on the basis of trust between Vic Roads and the Car Clubs.

Note: Vic Roads has in the past cancelled the Accreditation of many clubs to participate in the scheme, for various breaches of the rules.

So please bring your membership up to date by paying your TCCV Annual subscription by the due date.

Thanking you for your co-operation.

Neil Robinson

Membership Secretary 0418522716

TCCV Regalia

The Triumph Car Club of Victoria has an assortment of Triumph regalia, some must-have items for Triumph fans.

Caps, jackets, cups, badges, key fobs, belt buckles, polo shirts, mugs and stickers are available to members at near cost price:

TCC2: Fleece Jacket – \$55

TCC3: Shower Jacket – \$33

TCC4-0/TCC4-1: Reversible Vest Fleece Out or In – \$45

TCC5M: Men's Dark Blue Polo – \$33

TCC5MS: Men's Summer Weight Polo – \$30

TCC6: Stadium Jacket – \$80

TCC8: Core Jacket (navy/white) – \$85

TCC10: Club Cap Suede – \$18

TCC11: Club Cap Blue – \$15

TCC21: Club Mug – \$8

TCC35: Belt Buckles – \$10

TCC40: Grille Badge – \$25

TCC42: Grille Badge 25th Anniversary – \$25

TCC44: 30-year Anniversary Lapel Badges – \$5

TCC45: TCCV Lapel Badge – \$5

TCC46: Triumph Key Fob – \$5

TCC50-0: Cloth badge – Blue on White – \$5

TCC50-1: Cloth badge – White on Blue – \$5

TCC55: Club Sticker – \$2

A266: Air Filter Stag TR7 and Dolomite incl Sprint – \$30

GRH528: Top Radiator Hose 2000/2500 – \$10

GSK S: Silicone Rocker Gasket 6-Cylinder Alloy Cover – \$15

R2070P: Oil Filter 2000/2500/TR & Vitesse – \$6

WCW: Waterless Car Wash – \$16

Great for your car – whether or not it is a Triumph – and you and your family and friends will look very smart in any of the clothing. Birthday presents are sorted!!

To order, contact the Regalia Officer at regalia@tccv.net and use the preceding code numbers above to indicate your choices.



Members Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 36).

Club Membership

I hope you have all managed to survive the lockdown and are looking forward to the gradual ease of restrictions and the day we can again meet as a club.

During the lockdown month of May we are pleased to welcome Gary Johnstone as a new member. Gary owns a 1976 White Automatic Dolomite. We look forward to seeing you when meetings and events return to normal.

Name Badges

The wearing of name badges at meetings and events assists members getting to know each other as well as identifying TCCV members at public events and is encouraged.

Name badges are issued to the primary member as part of your joining fee. Partner's badges (or replacements for lost badges) can be ordered at the cost of \$10. Please advise me if you require additional/replacement badges.

Neil Robinson
membership@tccv.net

TCCV Membership

\$0.00 Annual Membership, with a \$0.00 membership fee discount for eTrumpet in preference to hard copy of club magazine.

\$0.00 once off Joining Fee applies from 1st July to 31st December only

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

Triumphs on the Web

There are many interesting Triumph websites on the internet. This section lists the best of the Triumph and Motoring related websites, if you know of a good site not listed send me the link and I'll put it in this section.

Georgia Triumph Association

www.gatriumph.com

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.trregister.co.nz/

The Dolomite Homepage

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

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

The username and password needed for you to upload your photos to the Club's PhotoBucket collection are available via the website's 'Members Only' section.

Information about PhotoBucket is available in the 'Photo Gallery' section of the website. Email to photos@tccv.net if you have any queries with the process.

Club Contacts

Committee

President	Helen Robinson	president@tccv.net	M: 0439 554 199
Vice-President	David Ferguson	vice-president@tccv.net	M: 0417 463 110
Secretary	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	clubfacilities@tccv.net	M: 0488 168 246

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
Regalia Officers	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden Peter Mayer Nick Skinner Terry Roche Denise McGuire		M: 0448 081 947 M: 0412 124 524 M: 0419 322 441 M: 0404 391 511 M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten Graeme Oxley	events@tccv.net	M: 0409 511 002 M: 0413 135 779
Triumph Trading	John and Fay Seeley	trading@tccv.net	M: 0491 107 869
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546

Car Captains

Refer to our website for Club Captain contact details

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

Trumpet Collation

If you would like to help with collation, please let me know and I will ring you as a reminder a day or two before collation, which is usually on the Tuesday of the week prior to the monthly general meeting. Members who come along to assist can earn Clubman points and get their magazines earlier than anyone else!

Give me a call on 0407 885 983 if you think you could help occasionally.

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