

August 2020

The Trumpet

The Triumph Car Club of Victoria Magazine

**TCCV AGM -
19th August**

**Coronavirus still
looming large -
What are TCCV
Members Doing?**

**Originality vs.
Modified -
The Debate is ON!**

**Panel
Damage
Repairs -
Beware!!**



A triumph in driving safety!

iTPMS 8886

tyre pressure monitoring system for iPhone

Driving on a flat or rapidly-deflating tyre can severely damage your expensive tyre, your car ... or worse.

Even under-inflated tyres can place up to 10% strain on a vehicle's drive, and use 10% more fuel.

The Davies, Craig iTPMS 8886 is a unique DIY electronic safety system which monitors tyre pressure and temperature, instantly warning of any problems.

Simple screw-on sensors monitor the pressure and temperature inside each tyre. This vital information is transmitted wirelessly to the in-car sensor plugged into your cigarette lighter and to the app on your iPhone or iPad.

With any marked variation in tyre pressure and/or temperature from your pre-set targets, an audible alarm sounds, the in-car sensor flashes red and the iPhone display tells you which tyre has the problem.

Each purchase earns money for the Club.



iPhone/iPad and mount not included.

\$129 off*

for Triumph Car Club members

Contact
John Benson*
to order.
*RRP



† John Benson, Davies, Craig
- (03) 9369 1234, ext 204



INNOVATION - QUALITY - RANGE

Member price: **\$199.00**

inc. GST + freight

*RRP = \$328.90

Compare that to the cost of replacing a destroyed tyre!

For full details, see the Davies, Craig website:
www.daviescraig.com.au



Fairfield Motors

Triumph Spares

The latest technology and old fashioned service.

- Repairs and Servicing to all models.
- Auto electrical repairs
- Air conditioning and EFI servicing.
- A huge range of New and Used parts.
- New Old Stock available.



77-79 Station Street fairfield Victoria 3078
T 9486 3711 E fairfieldmotors@i.net.au

Present your TCCV membership card to receive a discount.

The *Triumph Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A0003427S)



The Triumph Car Club of Victoria is a participating member of the Association of Motoring Clubs.

The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

Articles in the *Triumph Trumpet* may be quoted without permission, however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles should reach the editor by the date announced on page 3.

Life Members:

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

All correspondence to:

Email: secretary@tccv.net
 or Triumph Car Club of Victoria Inc.
 1 Deck Terrace,
 Safety Beach, Victoria, 3936

Table of Contents

Front Cover Photograph	2
Editorial	3-4
Letters to the Editor – Originality Debate	5-11
- The Original Classic Car – Restored vs Improved	5
- Originality and Value	7
On Restoring Classics	12-14
Brain Teaser	15
Stag Interior Lighting	15-18
Club Permit Renewal – Now Online	19-20
Brain Teaser—Solution	21
Notice of Annual General Meeting	22
How to Zoom	22-24
Members in Lockdown	25-28
- Ian Fox – ISO project Stag Phase III	25
- Andrew Richards – Stag Improvements	26
- The Saga Of The Hail Damaged Blue Hyundai Continues	28
COVID FACTS	29
Virtual Christmas in July	30

Club Services

Locations of Club Permit Officers	21
Members' Information	31
Triumphs on the Web	31
Event Photos	31
Club Contacts	32

Index to Advertisers

Auto Exhaust Supplies	4
Auto Surplus	IBC
Caulfield Jag Service	11
Davies Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC

For the Preservation of the Triumph Marque

Front Cover Photograph

On the front cover and below is Graeme Johnstone's Lockdown project. It is his 1947 Triumph 1800 Roadster which is in the final stages of restoration and will be ready to go when we can again drive our cars.



Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
- All advertisers to provide advertisements (specifications can be supplied.)

Disclaimer

The contents of The Triumph Trumpet do not necessarily represent the views of any Member, the Editor, or the Committee of the Triumph Car Club of Victoria, Incorporated (TCCV). Whilst the TCCV appreciates the support of advertisers in this magazine, acceptance of an advertisement does not imply endorsement by the TCCV of the advertised product or service. Furthermore, the TCCV or any of its members cannot be held responsible in any way for the quality or correctness of any items or text included in the advertisements contained herein.

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.

Stage 4 Restrictions!! Well what can we say but we are in for a very long six week isolation with no Triumph movement. We are sure you have all polished your cars so much that they will need a repaint so keep the articles coming in on what you have been doing during lockdown whether it be Triumphal or other things. It is only with these articles can we keep producing a magazine to give you some reading to break the monotony of sitting in front of the TV.

Due to production and mailing issues the July *Trumpet* was delayed arriving in your letterboxes and at the time of going to print this month we know that some people received their Trumpet copy two weeks ago yet some have still not received theirs! Unfortunately we can do little about this but will endeavor to get this issue in your hands before the AGM.

As a result of the late arrival of the July Trumpet we are extending the deadline for entries in the VIRTUAL CHRISTMAS IN JULY competition until 31st August.

Please refer to page 30 for details and get your cameras out – remember the picture can be of a complete car, car under restoration or just parts, be creative and see what you can come up with. Don't worry that 25th July has passed.

Also be sure to read how you can participate in the TCCV Annual General Meeting by Zoom – this is outlined on page 22 of this issue with further details on the club website.

Roger's comments regarding originality raised a response in some Letters to the Editor, good to see and it is also not too late to make your views known in future issues.

With the lack of physical meetings it is hard to keep up with members wellbeing and I am sure we will miss many so if you know of a member who needs cheering up let us know. This month we wish Annette all the best as it is a difficult time to be ill and seems like if you do not have COVID19 you are invisible in the health system, get well soon Annette. Also Theo Rau is recovering well from his second hip resurfacing and will soon be getting back into his Magenta Stag.

Lastly and certainly not least we wish to thank Helen for her year as President. It was great to see a person in the chair with different views and what a shame her year was interrupted by the inability to hold physical meetings and activities. We are sure we speak on behalf of all members in thanking you sincerely for your time and efforts Helen.

Continued on page 4

COPY DEADLINE for September Trumpet

Friday 4th September

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

Editorial (continued)

We would also like to thank Neil for his work as Membership Secretary over the past many years ensuring we get updated member information each month to keep the *Trumpets* rolling out. Well done Neil, you have earned a well deserved rest.

On the local front we received a heavy snowfall here in Olinda, what a pity we are not eligible to participate in the Christmas in July photo competition or we could have trumped you all with a Stag in the Snow.

Stay safe & well

Linda and Roger



Owner:
Jonathan Ignatidis

Incorporating
Automotive Service Centre

736 Heidelberg Road
Alphington, VIC 3078

(03) 9499 6475

info@automotiveservicecentre.com.au

The Original Classic Car—Restored vs Improved

I have decided to enter the dangerous debate about restored/improved and modified classics, partly because of [ed.] Roger's comments and our recent exchange of emails but equally it's a touchy subject that I am up for.

I have always respected owners' desires to upgrade and modify their cars, but, like Roger I so often ask myself how much modification is good, how many modifications actually enhance the car and more so why? For me restoring a car is great fun, chasing the original bits and bobs, seeing my classic taking shape. I guess the modifier has similar enjoyment of upgrading the ride and getting more horses.

My first and current car is TR4, I got it from a Queensland owner on the recommendation of Greg Tunstall. Seriously modified, partly destroyed this no doubt reflected the price I paid.

Unperturbed I set about re building it, buying original parts from wrecks at Pickard's, reading books and trying to work out where things went. To me this was fun and a serious challenge. I was, and am



fixated on originality. Building a car this way taught me so much about TRs and yes, the temptation was on hand at every turn to upgrade. You would be amazed at how many workshops, experts and members constantly said, oh well you will be, putting in an alternator, bigger radiator, and of course those special mag wheels.

I have had the delight of owning and rebuilding a TR6, and owning a Stag and a Vitesse 6. The Stag had a Leyland motor, and don't start me on the Vitesse, both what I call heavily modified. Now let's entry the world of modification. The TR6 was left hand drive, the Healey Factory did the engineering side of the conversion I did the rest, so the question is did I modify the car, of course. I had massive pressure for all quarters to change the colour as it had been painted poorly in the US. The compliance plate said 96—Sapphire Blue, so I imported the paint from the UK. Crazy you say, well, those who know the car will understand. But again, when it was painted, we used a clear finish which gives that fabulous depth; is this a modification, I guess so. As with any car that gets a two-pack finish. And so, it goes.

Ages ago, when we had concours d' elegance, I had the dubious distinction of holding all manner of positions over a ten-year period, concours director, chief judge, dispute coordinator. One of the most hotly disputed and difficult to resolve issues was modifications, boy it went on and on. We had a special category for modified cars; this was very deliberate and well supported as it drew a line between original cars and those that had received make-overs.

Interestingly the strongest support for this judged category came from the TSOA, a club based on race cars and massively modified cars. The car of the show however,

Letters to the Editor – Originality Debate

always came from the originality category.

So, what describes modification, at what point do we start to challenge a modified car in relation to a factory car? I suppose safety goes unchallenged, inertia seat belts, better brakes, LED lights but I would stop there. Upgrade the brakes, bigger disks, power booster, to me these are modifications, however modern brake hoses are a given, so where do we draw the line? Concours judges failed on all these points as VicRoads is struggling now over the Club permit M plate—watch that space.

People have said to me any car that is not factory specification, or is not as it left the factory, is a modified car. Interesting thought when you try fitting a cross ply 165 tyre, (I believe you can get them now). Then of course we get into the argument of what was offered on various export cars ex the UK that landed in the US or Europe. For example, TR6 standard issue road tyre in the US was a 185, not so early cars in the UK, TR4s [pre TR4A] in the US did have an option of a wood dash and oddly steel wheels OS were an option over wires. Trivia! Yes, but will the argument of ‘original’ every be satisfied.

It is becoming clear that untouched and unmolested cars are at a premium these days, purists are looking for cars that exist with original paint and rust under windscreens to prove a point, just where this will end up is anyone’s guess.

I think I have provoked some thought and I repeat my acceptance of owners wanting to carry out modifications, but to me the idea of owning a classic is to preserve maintain and hand it on to a new owner [when the times comes], original. Now I need to justify my point. My Hyundai would clean up any of our club cars. A classic car is like a good wine, would you put water in it? Why buy a painting and store it in a vault?

I have a confession to make: my TR4 has exhaust extractors that came with the car, at the time I struggled to find a correct manifold unit as with the flame retarder air cleaners on the carbies. More recently I have installed electric power steering, for a very good reason, so yes I am guilty of modifying my TR4. The point of this story is not to take sides but to examine an interesting subject that will never be resolved one way or the other, but within the club environment an argument well worth having in these times spent just looking at our cars and wondering rather than driving them.

Chris Sallmann
TCCV member #559



Letters to the Editor – Originality Debate

Originality and Value

I read with interest your Editorial in the July edition of the *Triumph Trumpet*, along with the article by Spiro Agius regarding the valuations for cars (Stags in particular) and the “desirable” aspects. I have therefore decided to weigh into this debate. In particular, I wish to express my thoughts on the desirability of originality.

In my view, there are three key factors that can influence the value of a “collectable”:

- » Demand;
- » Supply; and
- » Legislation and Practicality.

Demand

Fundamentally, there are two types of people who are interested in collectables, be they coins, stamps, works of art or classic cars. There are those who are the “dyed in the wool” collectors. This category includes museums and those who desire the ‘perfect’ example of an item. They have no intention of circulating the item. Rather, they will keep it in mint condition and perhaps display it to the public from time to time. They are only interested in pure originals – coins that are straight from the mint (never been in circulation to get worn or scratched); stamps that have never seen the outside of an envelope; or cars that have never been driven on a road. Their valuations are based on this degree of originality and, to an extent, the Supply factor (described further on).

The other type is the person who is more interested in having a collectable that can be used and at the same time evoke emotions. Certainly, if they desire to buy a classic car, they would be more inclined to search amongst those which are closer to original, rather than ones which have been extensively modified. I agree with the statement in your Editorial about ‘why buy a classic to hot rod; if you want a hot rod buy one!’ That said, their desire is to have a car to drive, to display, and to have people admire it and recall good times of the past. In my view, this type of person does not place such a high value on originality, but on the combination of many aspects.

Supply

Quite apart from the desire for originality, is the desire for uniqueness, to have something special, something that no-one else has. This pushes valuations through the roof! Paintings are probably the most notable in this category. But there are some cars/marques that come close to this category. I am reminded of the Bugatti type 57SC Coupé Atlantic (1936). With only 3 surviving original cars in existence this is the reason why this car is considered widely as the Mona Lisa of classic cars. Its rarity is just one of the many reasons behind its estimated 40 million dollar price tag. Considering that 25,877 Stags were manufactured (compared with, say, 10 Triumph

Continued on page 8

Letters to the Editor – Originality Debate

Mayflower Drophead Coupes), uniqueness does not enter the valuation equation. An inexplicable anomaly regarding this is MGs. For such an “ordinary” car, why are resale prices so high?

Legislation and Practicality

Although seemingly different, I have grouped these together because of similarities in the impacts and effects they have on originality.

Perhaps the first and most significant legislative change which impacts classic cars is the banning of leaded petrol. It was about 1986 that cars started being manufactured to operate on unleaded petrol, although it wasn't until 1996 that leaded petrol was banned. Thus, every one of our Triumph cars was designed and built on the assumptions of the characteristics of leaded petrol, predominantly Super grade. In most (but not all) cases, our members have resorted to getting the cylinder heads reconditioned with hardened valve seats. So where does one stand on the originality issue now?

As an aside regarding the introduction of unleaded petrol (particularly premium unleaded – 95-98 RON) it is essential (from a pollution point of view) that all internal combustion petrol engines be fitted with catalytic converters. The July 1998 edition of *The Triumph Trumpet* included an article sourced from the AOMC about unleaded petrol and, in particular, the many unadvertised facts about the negative impacts to health and the environment because of its introduction. The biggest ‘offenders’ are those who use unleaded petrol without a fully functional catalytic converter. As responsible citizens, which classic car owners have fitted their pride and joy with a catalytic converter? It seems doing the responsible thing throws originality out the window!

Apart from LPG badge on the registration plate, no evidence that these cars have been converted (tank filler neck is exactly where the petrol filler was).



Letters to the Editor – Originality Debate

[It is for this reason that I have converted both my Triumphs (Stag and 2500S) to run on LPG – no need for a catalytic converter and the only exhaust emissions are CO₂ and water vapour! Originality went out the window, but to the casual observer, the cars look as authentic as unmodified ones.]

In the September 2018 edition of *The Triumph Trumpet* there is an article relating to cars containing asbestos materials, triggered by the more recent ‘enthusiasm’ of the Australian Border Force to authorise the destructive testing of imported old cars to find any asbestos containing materials (noting that Australia banned the importation of any asbestos containing materials in 2003).

Thus the banning of asbestos-containing materials has meant changes to brake materials, firewall materials, and various other areas of classic cars. So, if the original specification for the car included items that contained asbestos (by default), how much less original is that car when items are replaced with ‘equivalents’ that do not contain asbestos?

For these legislative aspects, is it better to have a ‘completely original’ car, or one which has been modified to comply with health and environmental concerns?

Moving on to the practical aspects that deviate from originality, consider the following:

- » Tyres. Up to the mid-1960s, our cars were specified to have conventional cross-ply tyres. From then until the early-mid 1970s, it was textile radial-ply tyres. Not many Triumphs were produced after then, but how many are now running on steel-belted radial-ply tyres?
- » Ignition leads. Earlier vehicles had copper wire for the ignition leads. With the advent of car radios as a ‘standard’ fitting, ignition leads changed to carbon cores to suppress interference. Again, not many Triumphs were manufactured with different materials for the ignition leads, but how many are now having silicon-based (or more exotic) leads?
- » Ignition systems. The Kettering ignition system is not too bad for our 4- and 6-cylinder Triumphs, but the twin-points version that was introduced for the Stags is a real nightmare to adjust. In the interests of practicality and reliability (but obviously not originality) how many members have converted to some form of electronic ignition (Lumenition products, etc.)?
- » Exterior lights. All the model Triumphs that I know of were manufactured with tungsten filament sealed beam headlights and tungsten filament turn indicator, reversing, brake and parking/side lights. From a safety/visibility point of view, many of our cars now have quartz-halogen (or better) headlights, and some members have fitted LED globes for the other lights. Some have even ‘upgraded’ their dashboard lights with LED globes. Is safety more valuable than originality?
- » Surface finishing. In doing a restoration (partial or full), many members have gone to the trouble of getting panels painted with two-pack, and parts either chromed or

Letters to the Editor – Originality Debate

powder-coated, which also compromises originality.

There are many more miscellaneous items that would come under the category of practical changes, without resorting to OEM modifications, such as changing the Standard-Triumph automatic transmission (Borg-Warner 35 or 65) for the Standard-Triumph manual gearbox, all of which give rise to a question of originality.

Conclusion

For some classic car marques, their degree of rarity influences their value, and originality is an essential element of this valuation. Thus miscellaneous internet searches regarding the key factors in the valuation of classic cars will include originality.

But our Triumph cars are not particularly rare. Better than that, they are enjoyable to drive, offering an ideal combination of comfort and handling. Above all, they look great (in many cases thanks to Michelotti) in stunning colours.

I therefore do not support the notion that the most valuable Triumph Car is the one conforming closest to its original specification whilst remaining in pristine condition. Such a vehicle is sterile – it doesn't stir the emotions in the way that a convoy of Triumphs motoring down the highway or up the mainstreet of a town is able to do.

To me, the most valuable Triumph car is the one that is in excellent condition, but has been modified and updated to comply with relevant legislation, safety standards (to the extent they are applicable to a classic car), and to ensure motoring reliability (surely it is not an oxymoron to refer to Triumph cars and reliability in the same sentence, is it?) Sadly, I think reliability and reputation are two aspects for which Triumph has been maligned. At one of our meetings some years ago, there was a discussion about the low prices attached to adverts for the sale of Triumph cars - it was suggested that prices should be at least doubled as this would imply:

- » Triumph cars are desirable;
- » For those interested in classic cars, Triumphs offer good investment opportunities;
- » Compared with the competition (MGs, Austin-Healeys, Sunbeams, etc.), Triumphs equal or surpass them, so should have at least similar asking prices. (Have a look at <https://www.carsales.com.au/editorial/details/buying-used-mgb-1962-94-111337/> which appears to offer factual journalism regarding the MG-B. And these MG-Bs have asking prices of \$18K to \$55K!!!)

Fundamentally, 42 years after the last production Triumph, the only buyers are those who are interested in classics. No longer are they considered as a cheap and easy option for a son or daughter who has just got their licence. Therefore, the resale prices should be in the same ball-park as Jensens, Jaguars, the big Healeys, etc., so that they will be noticed by potential buyers.

Letters to the Editor – Originality Debate

Footnote

A footnote regarding unleaded petrol and its harmful effects. I recommend reading the article from the July 1998 *Trumpet* (mentioned earlier) but also to consider the **Australian Bureau of Statistics Report #3303.0.55.003 – Changing Patterns of Mortality in Australia**. Based on the fact that many of the additives to unleaded petrol to increase its octane rating are highly carcinogenic, coupled with the likelihood that many (most) petrol-powered cars either do not have a catalytic converter or the catalytic converter is not performing at 100%, there appears to be a strong correlation between the increased use of unleaded petrol and the number of deaths in Australia due to malignant neoplasms (cancers) of one form or another. The report compares mortality rates over the 50-year period from 1967 to 2017. Although death rates due to many different causes have decreased over this period and some have remained steady, death rates attributed to malignant neoplasms have more than doubled!

Roger McCowan

TCCV Member #8

CAULFIELD JAG

•S•E•R•V•I•C•E•



For All Triumph Service, Repairs, Restoration And Parts

- Specialist Triumph repair and rebuilds to engine, gearbox/overdrive and suspension
- Performance modifications and dyno tuning
- Personal, friendly service and realistic prices from owners with years of Triumph ownership and experience

Proudly Independent

www.caulfieldjag.com.au

46 Alex Avenue, Moorabbin. 3189

9555 8898

On Restoring Classics

I bought Gerald back in 2003. It was partly dismantled with parts quietly rusting away in milk crates in the car, a non-runner, but the tyres were inflated. A classic abandoned restoration.

As the brakes were seized, my first task was to get it to Markich Motors in Bayswater, Perth to fix them. It was evident to Joe that there was an enormous amount of reassembly and restoration of parts required to get Gerald to pass roadworthy. His advice to me was “Whatever you do, don’t go mad dismantling the car. Take it in stages. Keep things under control.”

So that is what I did. Help from brother Chris and fellow TCCWA members was appreciated and, considering my skill level in this type of work at that time, essential. Eventually all milk crates were emptied, interior parts sourced, new exhaust system fitted, engine got running, car registered, driven and enjoyed.

Edd China on *Wheeler Dealers*, a program on television’s channel 96, “restores” cars every day. His approach seems very similar to mine – restore just the essentials and get the car looking good. I was disappointed to see Edd replace some parts without cleaning them. As my time was free and not an issue, luxuries that Edd could not always enjoy, I cleaned things as I went, and replaced many old screws, nuts and bolts.

During lockdown, The Triumph Stag Club of USA reports in their current summer edition magazine that parts suppliers have been overwhelmed by the enormous increase in sales to their club members and many repair shops are doing extensive work on Stags. (see website for the link). Like us, they are taking the opportunity to “tweak” their cars.

I received a link to an article entitled “9 Common Restoration Mistakes and How to Avoid Them”, originally run in the May 2014 issue of *Classic Motorsports*. Have a read:

1. Starting With the Wrong Car

Unless you’re up for a big, expensive challenge or you’re sentimentally attached, the right car is almost always the nicest example you can find. Rust, missing parts, collision damage, or extreme wear and tear make a car cheaper to buy but usually much more expensive to restore. Searching carefully for a good example will speed your restoration and keep your budget intact.

2. Not Driving It First

Most restorations start with a dream – an idealized view of what the final product will be. The problem is that most restorations, no matter how well executed, are still just old cars when they’re done.

Compared to modern cars, most old cars don’t run as well, stop as well, handle as well, or have the amenities we’ve grown to love. Try to drive your car, or at least a similar example, before diving into the restoration. Find out if you don’t fit, it’s too hot, it’s too slow, or the smells get to you. Some of these things can be dealt with during the

restoration, and you can budget time and money accordingly. Others may have you consider a different type of car. Either way, waiting until it's over to find out you don't like your car is a mistake you don't want to make.

3. Rebuilding the Engine Too Early

Our rule is simple: Don't rebuild the engine until it's time to put it back in. We've seen too many engines rebuilt early in the restoration only to sit and degrade in a dusty corner of the shop. Not only that, but an engine rebuild sucks a lot of money out of the budget.

If that money gets spent early, it sometimes means cost-cutting in important areas, like paint and body. You can always paint a used engine, put it back in, and pull it for a rebuild later. Try redoing the budget bodywork because you spent too much too early on your engine.

4. Skimping on Metalwork and Paint

We just dropped a hint about this one. You can redo just about any mechanical job with a little time and a little cash, but redoing substandard bodywork is pretty much like starting over.

Bodywork is usually the most expensive part of the restoration, and too many people try to keep down costs by cutting corners. It's a false economy – the only way to save on bodywork and paint is to start with a solid car and make sure the work is done properly. If you're not doing the work yourself, see our next point.

5. Not Checking References

Whether you're trusting a full restoration to a shop or just subbing out a few things, it's essential that you check references. Note the plural, as one reference is not enough.

There are three things to ask past customers: Did the shop perform quality work? Was it on budget? Was it on time?

If it wasn't quality work, walk away. If it wasn't on time or on budget, that may be okay—quality costs time and money, after all—but you'll want to plan for these curveballs.

The most important references are for the metalwork and paint. In these cases, you should not only talk to past customers, but attempt to see their cars. A little due diligence goes a long way here.

6. Buying Parts Too Early

This is a corollary to our engine advice. Too many people stock up on thousands of dollars' worth of parts well before they need them.

These parts then get damaged in storage, go missing, turn out to be the wrong ones, or once again suck important funds from the budget at the wrong time. We'll let you in

Continued on page 14

On Restoring Classics

on a secret: Yes, there may be a sale, but there will probably be a sale next year, too. Buy your parts just in time and in appropriate bundles to save on shipping and keep the project moving. But don't buy parts you aren't ready to use.

7. Forgetting Why You Started

Without goals, restorations fail. Hopefully, your first goal is to have fun. Beyond that, you may want to get awards, go for great drives, say you did it yourself, or meet like-minded people.

But if you forget your goals and get too hung up on schedules, budgets, problems or other distractions, your restoration will risk major failure. Keep those goals at the forefront of your mind, and adjust things quickly when you stray. (And you will stray!)

8. Skipping the Sorting Stage

We believe that most cars billed as “restored” are really about 50 to 100 hours from finished. Sure, they look nice and drive pretty well, but are they sorted?

A good restoration ends with a lot of test-driving and list making. The lists will note rattles, things that don't feel right, parts that don't fit correctly, and cosmetics that need attention. They may even include a big job, like removing the drivetrain to fix something. You may be out of money or sick of working on your car, but sorting makes a decent restoration into a great restoration—and can save you from a bad restoration.

9. Not Admitting Mistakes

This is it, the big one: If you've made mistakes in your restoration, admit them, learn from them, fix them, and move back to your goals. Don't get hung up on why you made the mistake. Get hung up on how to get back on track with the lesson you learned. You'll be wiser and happier for it.

My goal in “restoring” Gerald was to get it safe, driveable, and smart. I am still working on things, but I am happy with progress. All the best with your “tweaking” process.

Alan Andrews

TCCV member #572

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.

I D U A C H U M M E R T	ALFA ROMEO	LANDROVER
H R I U H I M P K M P H	ASTON MARTIN	LEXUS
S S T A E N R E F I A T	AUDI	LOTUS
I G R E V O R E G N A R	BMW	MINI
B N I S R E S J I I C E	BUFORI	MITSUBISHI
U O U T O P E L M P H V	CHERY	OPEL
S Y M A L F A R O M E O	CHEVROLET	RANGEROVER
T G P G E L Y S T H R R	FIAT	SAAB
I N H E T A T A U B Y D	HINO	STAG
M A S U T O L A E X S N	HUMMER	SSANGYONG
T S I R O F U B M W E A	JEEP	TATA
A S T O N M A R T I N L	KIA	TRIUMPH

Created by Judith McCowan

Answer on [page 21](#)

Stag Interior Lighting

I should preface this by saying electricals and I are not friends. After spending ages trying to work out why the interior lights were not working as they should, using the Stag workshop manual and not getting anywhere I got onto Google and came up with this very explanatory article with diagrams on the Georgia Triumph Association webpage. Mine is a later car that is one with a single wire door switch, which switches the earth, whereas the early cars two wire switch, which switches the positive, as the wires are still the same colour codes it becomes confusing. Anyway my problems are now sorted thanks to this article, so I thought I should forward it on as it may also help other Stag owners.

Rob Elliott

The wiring arrangement for the interior lights on a Stag has led to considerable confusion, and many problems, over the years, not helped by the fact that Triumph never produced an official wiring diagram for later cars.

It is widely known that Mk-1 cars had interior lights on each B post, whereas Mk-2 cars had just one lamp in the centre of the T bar, but with two bulbs inside. What is not so well known is that there are, at least, two types of wiring that differ radically. I am not convinced that the earlier type of wiring is only applicable to Mk-1s so I refer to 'earlier' and 'later' types.

Continued on page 16

Stag Interior Lighting

The wiring on the interior light switch, on both types, is by individual wires, rather than a block connector (as for the electric window switches) and if they become muddled up then all sorts of odd lighting permutations can occur!

There are two ways to tell easily if you have the earlier or later wiring arrangement:

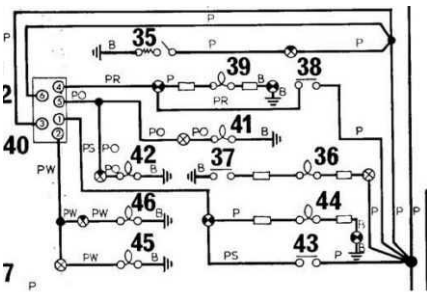
1. The early version has twin contacts on the door switches – the later cars have just one;
2. On the back of the interior light switch, the early system had two purple wires at the front whereas the later ones had two black wires, connected together.

The following is the situation as I understand it, but I would not claim to be infallible and if anybody knows differently, then I would be more than happy to amend what I have written. The information comes from the official ROM and from the technical pages of the SOC site.

From Figure 1, you can see that the feed comes from the collective point to the bottom right of the diagram via purple wires to the door switches (38 & 43).

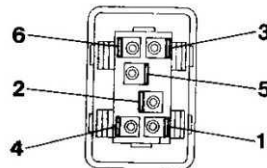
When the door is open these switches are closed and the feed then goes via purple/slate or purple/red wires to the puddle lamps (39 & 44) and to the interior light switch (terminals number 1 & 4).

From the info in the top right you can see that, when the interior light switch is off those terminals (1 & 4) are connected to terminals 2 and 5. This then provides feed to the B post (41 & 45) and the console lamps (42 & 46).



Interior lamp switch

Position	Off	1 to 2 and also 4 to 5
Position	Interior lamp	2 to 3 and also 5 to 6



- 38 R.H. door switch
- 39 R.H. puddle lamp
- 40 Interior lamp switch
- 41 R.H. 'B post' lamp
- 42 R.H. console lamp
- 43 L.H. door switch
- 44 L.H. puddle lamp
- 45 L.H. 'B post' lamp
- 46 L.H. console lamp

Figure 1: Earlier Type - applicable to Mk-1 cars with lamps on both B posts and early Mk-2 cars with lamp in the T-Bar (with twin terminal door switches).

Stag Interior Lighting

When the interior light switch is turned on, the separate feed on terminals 3 & 6 of the interior light switch is connected to terminals 2 & 5 which in turn feeds the B post and console lamps, but not the puddle lamps.

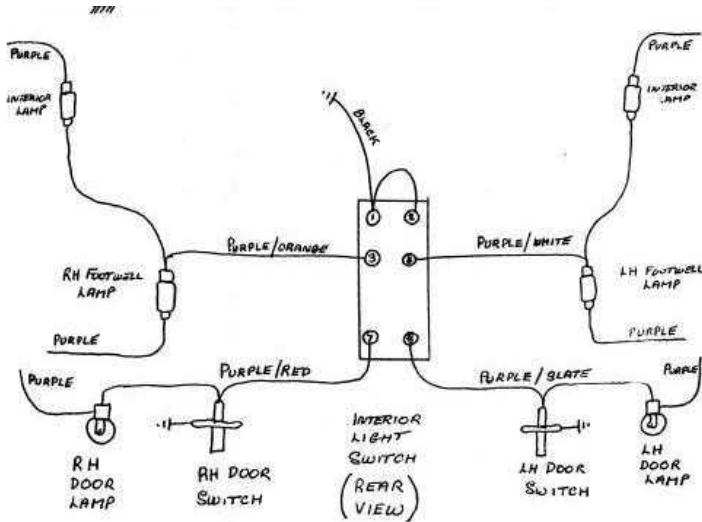


Figure 2: Later Type - applicable to Mk-2 cars with lamps in the centre of the T-Bar (with single terminal door switches). Actual Layout

N.B. Figure 3 comes from the technical reprints of the SOC and although this goes a long way to de-mystify the later system, it contains one significant mistake (certainly compared to all of the late cars I have examined).

The error is that it shows a purple feed wire going to both of the interior lamp bulbs (Note that the T-Bar roof light actually houses two bulbs).

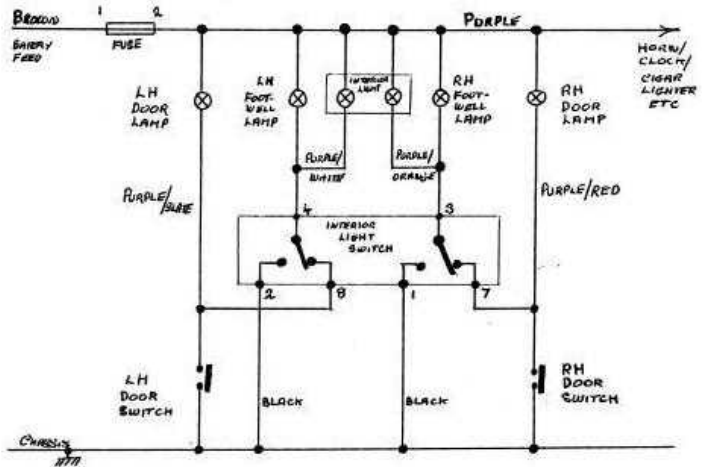


Figure 3: Later Type - applicable to Mk-2 cars with lamps in the centre of the T-Bar (with single terminal door switches). Schematic Layout

Continued on page 16

Stag Interior Lighting

Although a purple feed would have been technically correct, Triumph appear to have taken the unusual, even bizarre, step of using a single BLACK wire to feed both bulbs (either for the cable going up the B post and/or the cable in the T-Bar). (Bizarre because Black is almost universally used exclusively for earths.)

Anyway, coming up the right hand B post is a loom containing this feed wire that is connected to one end of both bulbs. Purple/white & purple/orange wires come from the other end of the bulbs and go down the right hand B post in the same loom that the black feed came up and are connected to terminals 3 & 4 on the back of the interior light switch.

As can be seen from Figure 3, terminals 1 & 2 of the interior light switch are connected together and fed by one black wire which is (correctly) an earth.

Also from the diagram, you can see that purple wires take a feed to both of the footwell lamp bulbs. The other end of these bulbs is connected to the purple/white & purple/orange wires and then to those same terminals 3 & 4 on the back of the interior light switch.

If the interior light switch is turned ON, it simply connects terminals 1 & 2 to terminals 3 & 4. This makes terminals 3 & 4 earths and completes the circuit and illuminates all four bulbs. (On a properly operating system, the puddle lamps do NOT illuminate when the interior light switch is operated)

When the interior light switch is OFF, terminal 3 is connected to terminal 7 and terminal 4 is connected to terminal 8. As terminal 7 and/or 8 are earthed as the respective door is opened, this makes terminals 3 and/or 4 earth, allowing the circuit to be completed to ALL bulbs on the respective side of the car.

Next, we'll look at what happens when the interior light switch is OFF and a door is opened. You can see from the diagram that when a door is opened, it both earths the door (puddle) lamps – which have their own separate purple feeds – and it also earths terminals 7 & 8.

From there it depends if the switch is activated or not. If it's on then that 12v goes to those two black wires you've seen on the switch and then to earth so both roof bulbs illuminate. If it's turned off then it goes through the switch and out to the respective door switch which, when open, completes the circuit to earth – illuminating just one roof light bulb per side. The principle for the footwell and puddle lights is similar.

Rob Elliot

TCCV member #781

Dear TCCV Members,

As of 31st of July, club permits can now be paid online.

Renewal notices will still be posted to permit holders, any changes to permit details cannot be made online, for changes you will need to contact the VicRoads Contact Centre 131171.

This renewal option is available through the myVicRoads portal account. The link to setup a myVicRoads account is

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

The club permit vehicle will only be displayed in a customer's myVicRoads account if the vehicle is associated with a client id (licence/client number). If you do not see the club permit vehicle in your account at the time of renewal, you can contact VicRoads Call Centre on 13 11 71 to have it linked.

The VicRoads Communication, which is available on the TCCV website, states that you can renew the permit online by uploading the signed renewal. The renewal must be signed by an authorised officer of the club as well as the club permit holder.

VicRoads has also introduced a Club Permit Endorsement form, this form is also available on the TCCV website. You have the option of filling out this form and having it signed by a TCCV club permit officer. You can use this form as an alternative to the club permit renewal.

When a club permit is renewed on line, you must print the receipt and keep it with the log book.

The other options of renewing at a Customer Service Centre or via mail, will continue to be available. However, some of the services at the Customer Service Centres may be currently disrupted due to the COVID-19 pandemic.

Stay Well,

Tony Cappadona

TCCV Club Permit Secretary, member #662

The AOMC has also released the following Q & A regarding Club Permits:

- » Q. Although the instructions say that both the applicant AND the Club Authorising officer must sign the form, there is only one space for a signature - I assume this must be for the authorising officer?
- » A. The Club Endorsement Form is solely for the club authorised officer to confirm that the member requesting the renewal is a financial member of the club and the vehicle for which the renewal is sought is registered to the club. This form was

Club Permit Renewal – Now Online

developed keeping the current Pandemic situation in mind to assist the clubs endorse a renewal request with minimal to zero contact. Where the Club chooses to use this form instead of signing the applicant's renewal form, the applicant must attach both the forms- where the renewal is completed and signed by the applicant and the endorsement form is signed and completed by the club.

- » Q. The editable PDF is set up so that the signature can only be added manually, so I would have to print it off, sign it THEN scan it to a PDF before emailing it back to the member AFTER I print a copy to put in the hard copy files AS WELL as updating the spreadsheet to show the permit has been renewed! In addition, many members will simply send the form to me without filling in all the vehicle details - engine/chassis numbers etc - do I send it back and ask them to fill this info in before I authorise it, or do I fill in those details after referring back to my records? This is turning into a FULL TIME JOB!
- » A. The Club endorsement form is not a must and is to be used as an alternative method to endorse the permit renewal with minimal contact, as this was developed keeping the safety of the members in mind and to ensure a simpler process that would also assist the members in regional areas.
- » The completed form can be forwarded by the authorised officer as a photo or a pdf to the club member, as the online system has been designed to accept both. The signature field is non editable as VicRoads requires the signature of the authorised officer to verify the application and the signature against the records held. VicRoads would appreciate if the club can fill in the vehicle details based on the information held by the club and acknowledges the additional time required to fill in this form. However, the club can continue to choose the earlier process and request the members to forward the renewal form to sign and endorse the permit renewal request.
- » Q. The current renewal DOES NOT list the model - this is a NEW FIELD????
- » A. VicRoads does not currently record model details on its club permit database, as such this field can be left blank in the Club Endorsement form.
- » Q. To see how the system works, I set up a myVICROADS account online. All good EXCEPT when you log into your account, every vehicle you have registered with Vic Roads is shown EXCEPT any permit vehicles, and there is no way to add a vehicle to your account?????????
- » A. As advised to the AOMC and the Federation, club permit vehicles will appear in the myVicRoads account only if the club permit vehicle was previously linked to a customer id (licence or customer number). If any member wishes to proceed with the online renewal and at the time of the renewal does not see the club permit vehicle in their account, they must contact VicRoads call centre on 13 11 71 to have it linked. **Please Note:** This should be done when the permit renewal is due.

Locations of Club Permit Officers

As a Club Permit Officer (CPO), I thought it might be useful in these times of isolation to advise members of the suburb/town for each CPO.

Given that Club Meetings have been suspended for the time being, this would assist members to locate the nearest CPO who could sign their Club Permit renewal.

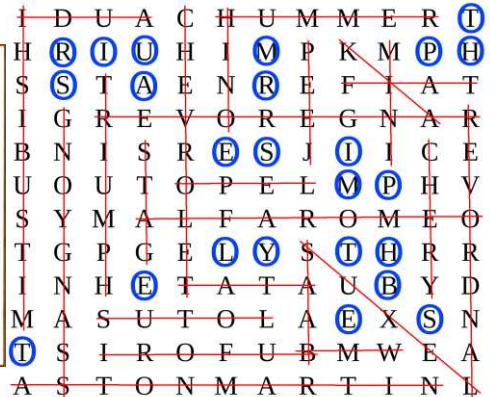
Name	Role	Location
Tony Cappadona	Club Permit Secretary	Albert Park
Denise McGuire	CPO	Newport
Peter Mayer	CPO	Mt Martha
Terry Roche	CPO	Blackburn South
Nick Skinner	CPO	Newport
Noel Warden	CPO	Rowville

Peter Mayer



Brain Teaser —Solution

**TRIUMPHS ARE SIMPLY
THE BEST**



Notice of TCCV Annual General Meeting 2020

The Annual General Meeting of the TCCV will go ahead as planned on **Wednesday 19th August at 8.00pm**. It WILL NOT be held at the Murrumbeena hall but will instead be a "Zoom" online meeting. Detailed instructions for using Zoom are below. The link to the TCCV AGM Zoom meeting is <https://zoom.us/j/96256874074>

Draft Agenda

- » Welcoming Address
- » Apologies
- » Tabling of the minutes of the previous AGM
- » Annual financial report and tabling of the Annual Financial Statements
- » President's Report
- » Election of the Committee for the coming year
- » Appointment of volunteers for noncommittee positions for the coming year

Please ensure that any Committee Member nominations are provided in writing to the Secretary no later than seven days prior to the AGM. A Committee Member Nomination Form is located in the Members Only section of the TCCV Website.

All committee positions will be declared vacant at the meeting and you are encouraged to nominate. We are particularly seeking someone prepared to take on the Treasurer's role as Denise wishes to step down. We also have vacant committee positions which should be filled.

A finalised Agenda, along with the reports and the minutes of the 2019 AGM will be published in the Members Only area of the TCCV website closer to the date of the AGM.

David Ferguson
Secretary

How to Zoom

If you work from home, you've probably heard about Zoom, one of the leading video conferencing software apps on the market. It allows you to virtually interact with co-workers or employers when in-person meetings aren't possible. This makes telecommuting seem much more human, as it helps you feel connected. Zoom has become an essential tool for small-, medium-, and large-sized teams that want to keep in touch and continue their daily workflows with minimal disruption - as well as becoming a favourite with individuals.

What is Zoom?

Zoom is a cloud-based video conferencing service you can use to virtually meet with others - either by video or audio-only or both, all while conducting live chats - and it

lets you record those sessions to view later.

A short Youtube video explains how to use Zoom at: <https://www.youtube.com/watch?v=fMUxzrgZvZQ>

Alternatively (and possibly quicker) is to read the following discussion, which is from <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-meeting>

Overview

This article discusses how to join an instant meeting through an email invitation, an instant messaging invitation, from the browser, from the Zoom desktop and mobile application, from a landline or mobile phone.

Before joining a Zoom meeting on a computer or mobile device, you can download the Zoom app from our Download Center (<https://zoom.us/download>). Otherwise, you will be prompted to download and install Zoom when you click a join link.

You can also join a test meeting to familiarize yourself with Zoom.

Prerequisites

Each meeting has a unique 9, 10, or 11-digit number called a meeting ID that will be required to join a Zoom meeting

If you are joining via telephone, you will need the teleconferencing number provided in the invitation.

For Linux users:

Open the Zoom desktop client.

Join a meeting using one of these methods:

- 1.» Click Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then click Join.

Enter the meeting ID number and name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.

Select if you would like to connect audio and/or video and click Join.

For Windows/Mac users:

Open the Zoom desktop client.

Join a meeting using one of these methods:

- 1.» Click Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then click Join.

Enter the meeting ID number and your display name.

How to Zoom (continued)

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.

Select if you would like to connect audio and/or video and click Join.

For Android users:

Open the Zoom mobile app. If you have not downloaded the Zoom mobile app yet, you can download it from the Google Play Store.

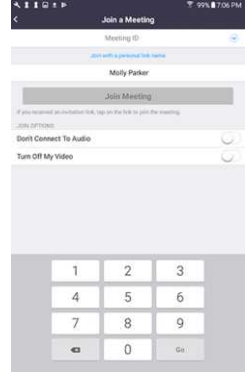
Join a meeting using one of these methods:

- 1.» Tap Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then tap Join.

Enter the meeting ID number and your display name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.

Select if you would like to connect audio and/or video and tap Join Meeting.



For mac/iOS users:

Open the Zoom mobile app. If you have not downloaded the Zoom mobile app yet, you can download it from the App Store.

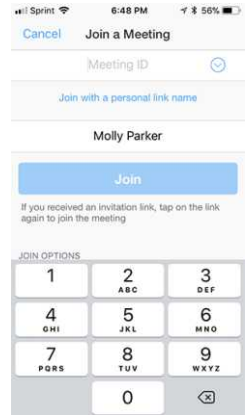
Join a meeting using one of these methods:

- 1.» Tap Join a Meeting if you want to join without signing in.
- 2.» Sign in to Zoom then tap Join.

Enter the meeting ID number and your display name.

- 1.» If you're signed in, change your name if you don't want your default name to appear.
- 2.» If you're not signed in, enter a display name.

Select if you would like to connect audio and/or video and select Join.



For telephone users:

On your phone, dial the teleconferencing number provided in your invitation.

Enter the meeting ID number when prompted using your dialpad.

Note: If you have already joined the meeting via computer, you will have the option to enter your 2-digit participant ID to be associated with your computer. If you have not joined on your computer, simply press # again when prompted to enter in your participant ID.

Ian Fox – ISO project Stag Phase III

Firstly I should mention that Geelong is not strictly in lock-down, so while travel for us is still permissible, we are conscious of not making unnecessary trips, and make every effort to respect the social distancing guidelines.

Now on to the update.

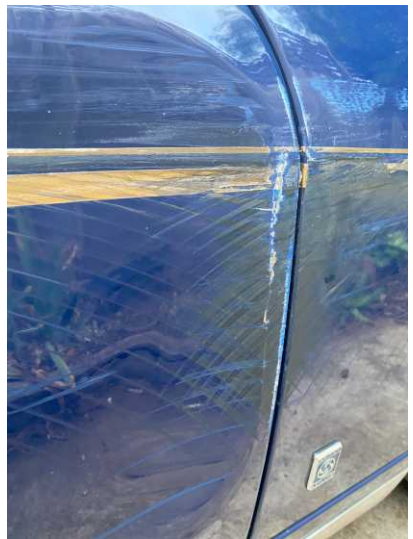
The car has now had the front-end aligned after all that suspension work, and drives wonderfully. It's such a contrast to the TR6 sitting in the garage. I do find the 3-speed auto has the motor revving a bit harder than I'd like, but I'll get used to it I guess. The next task was to present the car to our VicRoads inspection centre, and hopefully come away with a new set of plates. I was in the middle lane of a three-lane road, with a semi on my left, when the Ranger on my right decided to merge in to my lane. Much tooting of the horn failed to alert the driver I was already there, then crunch! We both pulled over and exchanged details, and I managed to get to VicRoads for my appointment, and the lovely lady took sympathy on me for having a busted mirror and panel damage and granted me my registration. Whew!

A phone call to Shannons explaining the situation, and the car was presented to a local panel shop to put together a quote. Turns out a few of the places didn't want to touch it citing the old (original) acrylic paint as deal-breaker.

Footnote: Dash cams are a great thing, and I'd recommend them to anyone.

Ian Fox

TCCV member #894



Members in Lockdown

Andrew Richards – Stag Improvements

As I'm writing this, we have gone into Stage 3 restrictions for a second time here in Melbourne and I must say I feel deflated. Not just because we were just getting back to normal a bit but for all the people back out of work again and businesses suffering again just after starting up.

While in lockdown I took the opportunity of giving the Stag a bit of a birthday and do a few things.

Coming into winter I put the hardtop on and I do love the Stag as a coupe, the lines are lovely and makes for a comfortable car in winter with great vision for me and for the kids in the back.

I did the usual service items, oil and filter change, coolant change and to have a look at the brakes as recently they felt a little spongy and maybe with a bit more pedal travel. Upon inspection the front pads and the rear drum shoes looked good but decided to replace them anyway while it was apart. Still the same ones from when I bought it six years ago. I stripped, cleaned, painted the front callipers, ground the discs, rear drums and replaced the brake hoses. The hoses were the real problem, they were swollen and perished in a couple of spots and would have been expanding under pressure. After getting son Matt to help me bleed the brakes they are fantastic now.

I did a bit of underbody painting, replaced suspension rubbers and steering rack mounts which had gone a bit soft. I am amazed how cheap most parts for the Stag are. After repainting the back of the alloy wheels I gave them a good polish.

While the Stag was off the road I decided to get some parts rechromed and had the rear bumper section, overrider, door handles and locking plates behind the B pillar spruced up by Modern Plating in Oakleigh. I was really pleased with the finish and the price.

After the fantastic trip to Merimbula in October last year with the TCCV and the Canberra / NSW guys we headed north as everyone headed home and went to see our friends in Chittaway Bay on the NSW central coast. The weather was fantastic for roof down touring and exploring the area in the Stag with Kris and Guy.

After the best part of a week up there we headed home at eight in the morning, drove all day with the roof down and most of it at 110 kph along the Hume. We arrived home



Members in Lockdown

at eight that night, the Stag ran beautifully averaging 30 mpg and we did 2500 kms for the whole trip.

The one thing we did notice was at those cruising speeds it was hard to hear the music well even though I had put 2 speakers under the dash. Generally, the Stag has its own great soundtrack of the V8 at lower speeds.

I decided to fit rear speakers and a subwoofer. I mounted the subwoofer in the space below where the convertible roof folds. There is lots of space down there. With the rear speakers I didn't want to cut or drill any holes into the upholstery. The rear storage pockets are ideal so I made plates with internal clamps that would hold them in place without damaging anything. Wiring it up was straightforward and it sounds great with a real depth and richness to the sound now.

In between lockdowns we went to visit my sister in the Dandenongs where we saw a chap dressed up as a Beefeater in front of the King Henry restaurant. He was nice enough to have his photo taken with the Stag out the front and it is as close as we are going to get to going to the UK this year as our holiday has been cancelled for now.

Looking forward to when this is all over and we can get back to some more great events and trips as a club.

Stay safe and well,

Andrew, Liz, Matt and Gina.

Andrew Richards

TCCV member #791



Members in Lockdown

The Saga of the Hail-Damaged Blue Hyundai Continues

For those who looked at my earlier moan in the July *Trumpet* about my hail damaged daily drive, as promised here is the next chapter, complete with compelling photos of just how Budget looked after my car.

Information was given to me that some repairs would be done on the premises at Mt Waverly but I must consent to the car going...wait for it...to New South Wales to the specialist panel shop, so naturally I took photos of the speedo when I left it. Upon return it had an extra two kilometres enough to earn a ticket and more than shunting around a workshop, so it suggests to me it was taken away somewhere.

Upon inspection I find the new bonnet scratched and stone chipped which points to a truck trip. The driver's side B post has dust under the paint, yep you can actually feel it. Must have forgotten to tell them I used to judge concours. The rear roof spoiler is now scratched most likely when the roof came off. I have visions of it being chucked aside like they do on TV when a car is being stripped down. The wind screen trim is ill fitting and door and side trim generally poor no doubt twisted and then replaced, no way would it be new.

Now the roof, yes it was cut and replaced. They removed the black plastic roof gutter trim and ran a cut along the gutter, followed by what looks like an angle grinder attack from the roof top to the underside of the tail gate top. The re-welding looks like a child's job.

When you look back at the earlier article you will notice a crater the size of a tennis ball right over the air bag location so it's a monty that was removed. Oddly that impact was enormous so I wonder why the bag did not go off. We had cars down the road that had bags off and all the glass gone, never seen anything like it. I can only imagine the big tree near mine saved it somewhat. The force of the storm came from the south and my park was just to the left of a one-hundred-year-old oak, bless it otherwise I'd be getting a new car.

So where to from here. I had always resolved to trade it no matter what, as a result of what I consider a significant structural attack on the body frame, so this is what will happen. I have not the energy or the strength to enter into yet another long winded and useless debate about the repairs, I can see them brush touching the stone chips and arguing about the other stuff.



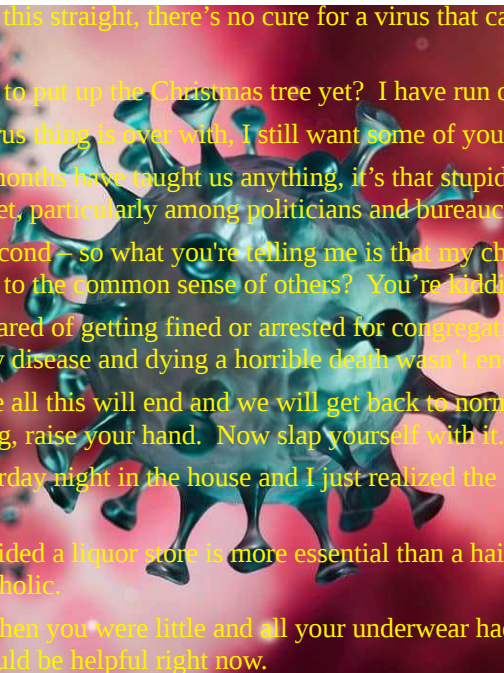
So, there you are, if anyone wants it, it's for sale less than 12 months old 1,300 kms and "as new". There is a load of new 2021 Hyundais coming and it will go to the dealer, can't wait to see what they say.

Chris Sallmann

Older and wiser

TCCV member #559

COVID FACTS



So let me get this straight, there's no cure for a virus that can be killed by sanitizer and hand soap?

Is it too early to put up the Christmas tree yet? I have run out of things to do.

When this virus thing is over with, I still want some of you to stay away from me.

If these last months have taught us anything, it's that stupidity travels faster than any virus on the planet, particularly among politicians and bureaucrats.

Just wait a second – so what you're telling me is that my chance of surviving all this is directly linked to the common sense of others? You're kidding, right?

People are scared of getting fined or arrested for congregating in crowds, as if catching a deadly disease and dying a horrible death wasn't enough of a deterrent.

If you believe all this will end and we will get back to normal just because we reopen everything, raise your hand. Now slap yourself with it.

Another Saturday night in the house and I just realized the trash goes out more than me.

Whoever decided a liquor store is more essential than a hair salon is obviously a bald-headed alcoholic.

Remember when you were little and all your underwear had the days of the week on them. Those would be helpful right now.

The spread of Covid-19 is based on two factors:

1. How dense the population is, and
2. How dense the population is.

Remember all those times when you wished the weekend would last forever? Well, wish granted. Happy now?

It may take a village to raise a child, but I swear it's going to take a whole vineyard to home school one.

Did a big load of pyjamas so I would have enough clean work clothes for this week.

Submitted by Roger McCowan

Virtual Christmas in July

Photographic Challenge—Submission deadline extended to 31st August!

Saturday 25th July 2020

Our Christmas in July run had to be cancelled due to the Lockdown Mk2 so we have decided to run a **Virtual Christmas in July** on Saturday 25th.

The challenge is to have your own party in your garage or driveway and send a photograph to editor@tccv.net before Monday 31st August.

The photograph must include a Triumph Car and its owner(s), however it can be a mobile car or one in pieces or under restoration but the photograph must also include some Christmas theme. The theme can be a full on decoration or one subtle, strategically placed item (a find Wally challenge).

An independent person(s) will judge the photos and the prize will be a **Christmas in July** presentation box from RATIO COCOA ROASTERS.

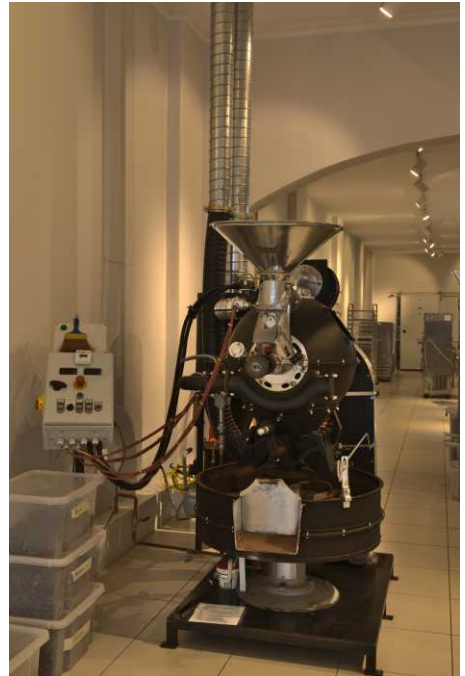


The PRIZE



Above: RATIO Shop

At right: RATIO's Cocoa Roaster



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 40).

Club Membership

And just when we thought it could not get any worse we are now in Stage 4 restrictions and Triumphs are well and truly garaged. However despite these strict rules we have received applications for new memberships and welcome three new members:

Grant Bramich 1976 Stag
Glenn Diem 1965 MK2 Spitfire
William “Ross” Irvine 1972 TR6

Should you have any queries regarding your membership or renewal subscription please contact me. Remember to advise of any changes to your personal or vehicle details.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV.

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

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

\$20.00 once off Joining Fee applies from 1st July to 31st December only

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

Triumphs on the Web

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

Georgia Triumph Association

www.gatriumph.com

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.tregister.co.nz/

The Dolomite Homepage

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

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

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

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

Club Contacts

Committee

President	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
Committee Member	Shane Houghton	meetingadmin@tccv.net	M: 0412 364 925
Committee Member	Andrew Richards		M: 0414 541 149
Immediate Past President	Terry Roche		M: 0404 391 511

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-ordinators	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
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

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
2000/2500 Saloon	Chris Burgess, Lindsay Gibson	Mayflower	Roger McCowan

AUTO SURPLUS

- VETERAN VINTAGE -

AUTO PARTS

- CLASSIC MODERN -

QUALITY BRANDS AT COMPETITIVE PRICES

Brake & Clutch | Electrical & Ignition | Engine Bearings | Filters | Fuel & Oil Pumps
Gaskets & Seals | Pistons & Rings | Steering & Suspension | Timing | Valves | Water Pumps



Amex

BEST quality

Carter

CLOYES

JP Performance

JP PISTONS

IC KING

M.A.S.A.S.

MELING

COUNTY

Durapro

Enduratec

GMB

HASTINGS

PTZ

DUNLOP

SEALER POWER

USMV

www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.com.au

Ringwood Speedometer Service

Under New Management

Gary King

Automotive Instrument Technician

40 years experience, with personal, friendly service

Local and interstate service for sales and repairs for most makes and models including:

- Speedos and Tachos
- Gauges and Tank Units
- In-shop Instrument diagnosis
- Cables made to sample



Tel: 03 9874-2260, Mob: 0422 122 124

E-mail: ringspeed693@gmail.com 693 Whitehorse Road, Mitcham, 3132, Victoria



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand what motoring enthusiasts want from their insurance, especially when it comes to Home & Contents insurance.

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.