

September 2020

The Trumpet

The Triumph Car Club of Victoria Magazine



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.



\$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
Roger's Road to Recovery	4-5
Brain Teaser	5
Upcoming Events	6
Errata	6
Virtual Christmas in July	7
Letters to the Editor	8-9
Webmaster Report	9
Suspicious Emails - What to Do	10-11
TR Power Steering	12-14
Stag Bonnet Release Cable	14-15
Erasing Body Boo-Boos	16-20
Members in Lockdown	21-26
Restoration: Methods for Removing Paint	21
My TR4 is Eating Air Cleaners for Breakfast!	22
Corona Virus, Stag Withdrawal and Prostate Cancer Update	24
ISO project Stag Phase IV	25
Dolomite Sprint Progress During Lockdown	26
Brain Teaser—Solution	27
This Is Triumph	28-30
TR8 Restoration	31-38

Club Services

Locations of Club Permit Officers	27
Members' Information	39
Triumphs on the Web	39
Event Photos	39
Club Contacts	40

Index to Advertisers

Auto Exhaust Supplies	23
Auto Surplus	IBC
Caulfield Jag Service	26
Davies Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC

For the Preservation of the Triumph Marque

Front Cover Photograph

Featured on the cover this month is the winning entry in the *virtual Christmas In July* photo competition. The independent judge chose *John and Fay Seeley's "Lockdown Hotel"* as the winner of the Chocolate hamper supplied by *Ratio Cocoa Roasters*. See a selection of other worthy entrants on page 7.



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.

Well I should have seen this coming – now Roger is writing the President’s report he thought I could write the Editor’s Report this month!

My first idea was to photograph our Dining Room Table – I know we can’t have people over for dinner at the moment but the Stag hard top has been sitting here like a giant beetle for months. (Nick and Kaylene: I know this is your fault!) So frustrating to have the car so close to being finished and then not be able to buy those last little bits and pieces (although a steady stream seems to be coming from Rimmers). Roger is very tempted to drive the Stag to the local windscreen repair shop to refit the screen, it is registered and drives “like a new Stag” but then to go further than 5Km from Olinda might be a bit expensive!



At least we have some activity coming to us – we are having our ensuite bathroom and wardrobes renovated. Roger is having a very slow recovery from his hip replacement, muscle problems and pain but hydrotherapy and myotherapists not open for business!

Having a house full of tradies and doing the wiring himself has made the days go faster!

We are surviving lockdown although we miss seeing the grandkids and the dog is spoilt rotten. Spring has sprung and this year seems to be more full of flowers than usual, think perhaps it is us having the time to look around appreciate it.

Many thanks to Ann Welten for all the time and effort she has given to collate the Trumpet and get it out to the members for many years. She is taking a well-earned break and we send her best wishes and welcome Brian Churchill who has volunteered to take on the job.

Let’s hope the road to recovery speeds up and we can go out Triumphant again.

Cheers

Linda

COPY DEADLINE for October Trumpet

Friday 2nd October

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

Roger's Road to Recovery



A big thank you to all members who have joined the committee and volunteer group for the next twelve months. The hard work of our continuing Secretary David and Treasurer Denise is greatly appreciated and hopefully our event coordinators Peter and Graeme will soon get a green light from the Government and be able to continue their great work organising events again.

Everyone is well aware that the current lockdown and associated restrictions prohibits us from have meetings and events and under current guidelines (which could well change by the time this Magazine goes to print) it will be 2021 before we can gather as a group again. Hence all events and meetings for the remainder of 2020 have had to be cancelled. Should restrictions be relaxed earlier than current indications we can review what is permitted.

Four short years ago when I first attended a TCCV meeting I remember then President Nick Skinner asking new members to introduce themselves and when I said I (or should I say Linda) owned a 1977 Stag since new he asked me why it had taken 40 years to join the club and now I find myself as president and having to live up to the efforts of past presidents. The reason I chose to join the TCCV as opposed to other clubs under consideration was that the TCCV seemed to be a social club whilst pursuing the maintenance and restoration of the Triumph Marque.

Following the AGM I called a selection of members that I noticed lived geographically close to our meeting venue but never attended meetings on a regular basis. A few have other longstanding commitments on the night of the month that we meet but the vast majority said they would attend more meetings if they had more technical orientated discussions as opposed to a monthly update on administration matters.

When our new Covid Normal is established and meetings resume it is my intention to cover administration issues quickly and have a guest speaker or technical discussion. Already one of the members I called has responded positively and arranged a Zoom meeting with a UK restorer that we can project on a large screen in the hall. I also asked a UK supplier if they could perhaps do a walkthrough of their business which they will be happy to do when the UK restrictions are lifted. All members are welcome to suggest guest speakers or other ideas to make future meetings more interesting for members attending.

I look forward to seeing you all again as soon as we can.

Roger

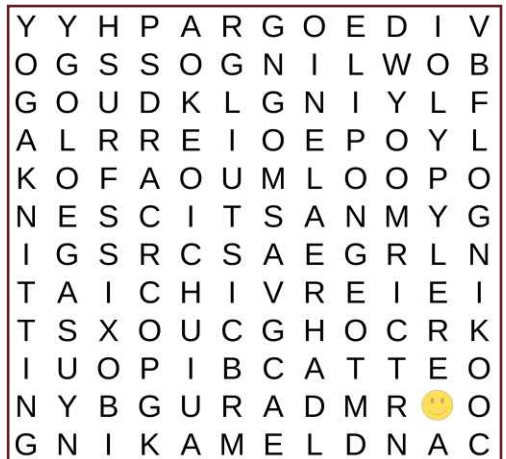


Some of President/Editor Roger Makin's many roles

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.

- | | |
|--------------|-------------|
| ARCHERY | MAGIC |
| ART | ORIGAMI |
| BOWLING | POI |
| BOX | POOL |
| CANDLEMAKING | POLO |
| CARDS | RUGBY |
| COOKING | SCUBA |
| FLYING | SURF |
| GEOLOGY | TAICHI |
| GYMNASTICS | TAROT |
| GOLF | VIDEOGRAPHY |
| KNITTING | YOGA |



Answer on page 27

Errata

Correction

The article on pages 36-37 of the July *TRUMPET* was incorrectly attributed to Spiro Agius (TCCV member #569) whereas it was submitted by Spiro Ellul (TCCV member #774). Apologies to both members for this mistake.

Upcoming Events!

Although there is no certainty that we will be able to travel freely from early 2021, the TCCV is planning a program for the new year so that we can have events to participate in, from whenever the restrictions are eased.

January 2021

1st TCCV – New Years Luncheon.

Venue: Kinglake Hotel. Join the convoy leaving Yarra Glen at 11:00am for a circuitous countryside tour. Please use our website to register your intention to attend.

20th TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm. Preceded by a BBQ at 7:00pm. *Please use website to register your intention to attend.*

February 2021

10th TCCV – Worldwide "Drive

Your Triumph Day" (it is a Wednesday). If you plan attending irrespective of where we go, please use our website to register your intention to attend.

17th TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

March 2021

4th – 8th TCCV – 15th Combined Vic & ACT Triumph Car Clubs Rally: Griffith. Plans are developing for this event as a replacement for the October 2020 event to Wangaratta which had to be cancelled.

17th TCCV – General Meeting.

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

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 ann.welten@bigpond.com

Note: Use the links on the website to register your attendance. You can also see who's already registered AND to look for your own name.

Virtual Christmas in July



Above: Winner - John and Fay Seeley

Other entrants:

Alan and Joan Andrews

Keith and Judy Brown

Bronson Makin and friends

(aka Linda and Roger Makin)

Roger and Judith McCowan

The prize



Letters to the Editor – Originality Debate

I am with you, my 1975 auto is very original, have been very uneasy with all the “improvements” that have been foisted on our beautiful cars. Things like screens so you don’t mess up you hair.... need I say more?

Debbie Goss

TCCV member #373

There has been some debate on originality vs. modified, and the merits of each. As part of this, a few things have been raised that are peripheral to the debate that I'd like to also now touch on!

Roger McCowan, in his Legislation and Practicality segment, wrote about classic cars not being retrofitted with catalytic converters, I'd like to offer the following:

For catalytic converters to work, the air / fuel ratio needs to be very tightly controlled to stoichiometric, or ideal, which is 14.7:1

In a car with a catalytic converter, too much air (running lean) means more Nitrogen Dioxide is produced, too little air (running rich) and too much Carbon Monoxide is produced. This need for tight control of A/F ratio to meet the emission standards led to the need for additional features on carburetors to better control and regulate the mixture, (hence the complexity on later Strombergs, and demise of the SU, which cannot regulate A/F well enough for use on Catalytic converter cars). Ultimately, carburetors were replaced by electronic fuel injection because of the superior control of A/F these systems offer. This control is not only enabled by very precise fuel metering, but also by the immediate feedback from oxygen sensors in the exhaust system which allows the fuel quantity injected to be altered in real time as driving conditions and exhaust gas composition change.

The need for very tight control of air/fuel ratio for the catalytic converter to work, means there is no benefit to, or reduction of, exhaust emissions if a converter is retrofitted to an old car...the carburetors fitted to cars built without catalytic converters are simply incapable of controlling the A/F ratio closely enough, even when straight off the showroom floor. The classic car driver has no need to fit a catalytic converter to their classic car, and can be confident that simply using unleaded fuel in lieu of leaded fuel is making a contribution to a better environment.

Roger's footnote suggests “the likelihood is most cars either don't have a converter, or it's not performing at 100%”. I challenge that assumption, as most cars (98%) do have a converter (mandatory on all new cars in Australia since 1986, ABS data shows that less than 2% of cars in Australia are leaded fuel = pre 1986), and as the average age of vehicles (also from the ABS) is 10.4 years, and converters last at least that long, (and almost always the life of the car), I'd counter that the opposite is in fact the case: most cars do have converters, and most are performing as required.

Additionally, seeing correlation between two things (unleaded fuel increase, cancer death increase) and thereby drawing a causal relationship between the two is wrong.

Letters to the Editor – Originality Debate

This is like saying that increased use of unleaded petrol correlates with increased consumption of coffee, therefore the two are causally connected.

One reason cancers have shown an increase as cause of death, is that other causes of death (such as heart attack) have been reduced significantly – heart / cardiovascular disease was the cause of 44% of deaths in 1967, and now is 18%. Since every one dies sometime, as one cause of death reduces, other causes, by definition, must replace it.

There are carcinogens (such as benzene) in petrol, – but they are in all petrol, leaded or unleaded. Greatest cancer risk from petrol and its additives is direct skin contact or inhalation of petrol fumes.

There is also reference to an article in the July 1998 *Trumpet* – that article has so many errors of fact, contradictions within itself, and pushing of conspiracies, that it is no wonder the author didn't put their name to it. It's right up there with “alien lizards run the world” and “man was never on the moon” and “5G causes coronavirus”. That article should have been consigned to the bin in 1998!!!

David McLean

TCCV member #743

Webmaster Report

PhotoBucket has been unable to accept new photos since mid-2018. Since then, all attempts to subscribe for more space failed. Recently PhotoBucket website offered a payment option compatible with TCCV payment methods. Thanks to Treasurer Denise for working a payment solution on our behalf. Now we have adequate storage space and maximum number of photos in that space to last for some years to come.

The PhotoBucket “Free” plan we have enjoyed since 2008 allowed for the storage of just 250 photos. Mid 2018, we were advised that our store of over 7,800 photos exceeded the allowance. Checking, I can report that even before 2009 started, the number of photos being stored exceeded their limit.

As a result of the new account, it is no longer necessary to use the “Free” Shutterfly photo storage I set up earlier this year. All Shutterfly photos have been uploaded to PhotoBucket. There is therefore no need to visit our Shutterfly account to view photos of events since mid-2018.

The username and password to our PhotoBucket account remains the same. If you need them, visit MEMBERS ONLY on the website and click the appropriate link.

Send me any additional photos to any featured events, or events not featured, you might have. Feel free to contact me to discuss how that might be done. One event not featured is the Tasmania Trip in 2018.

Alan Andrews – TCCV Webmaster

Suspicious Emails - What to Do

In response to recent emails purportedly from Editor Roger, this article may be helpful in recognising and dealing with such scams. Source: *Avast Security Newsletter*.

Alan Andrews TCCV Webmaster

You get a suspicious email. It addresses you by name, but the wording, which urges immediate action, is odd.

This may happen to you many times a week. Do you know what to do – and what not to do – with emails like this? Do you know what to tell your parents and kids and employees to do when they open these emails?

How to spot a suspicious email

Some [scam](#) emails can be very convincing, with brand logos and official language. Remember to pause anytime an email urges you to take immediate action that could reveal private information. Look for these warning signs of a scam email:

» The sender name is vague and the sender's email address is long or convoluted;

- » The email's subject line is attention-grabbing or alarmist;
- » The email urges immediate action of some kind;
- » An offer of a major discount is dangled;
- » The email cites some pretence for seeking your personal information, including log-in information to a website;
- » The email urges you to click hyperlinked text without clarifying where you are clicking.

“Many scams and [phishing](#) emails cite offers that are too good to be true,” says Alexej Savcin, an Avast [malware](#) analyst. “Or they try to trick users to quickly click on a link with language like ‘click to win’ or ‘see who's watching you.’”

The screenshot shows an email from 'Powerful CBD Oil' with a long, convoluted email address. The subject line is 'Is CBD Oil the secret pain reliever Big Pharma is hiding from you?'. The email body contains several red annotations:

- Strange sender name and email address**: Points to the sender information at the top.
- “Insane” discount and multiple mentions of offer**: Points to the subject line and the first paragraph of the body.
- Urgent action urged**: Points to the phrase 'Don't hesitate a moment longer!'.
- Unclear where you are clicking (no company name)**: Points to a link that says 'CLICK HERE TO LEARN MORE'.

Other text in the email includes: 'Flash Sale Alert!', 'We want to show appreciation to those that have been loyal to us from the start by offering you an insane, one time 78% off discount today on the nations most popular CBD oil.', 'We've only allocated 185 units for this exclusive offer.', 'You have to be quick because our limited supply isn't enough to give everyone this great deal. Once the supply is gone, so is the offer.', 'Since we love our valued readers so much, you'll also receive free shipping!', 'However, once those 185 are gone, so is this FREE offer!', and '>> Click here to get your discount (offer only valid when you click here)! <<'.

Anatomy of a scam email

Suspicious Emails - What to Do

Phishing: a cybercrime technique that uses fraud, trickery, or deception to manipulate you into disclosing sensitive personal information.

Malware: an umbrella term for any type of “malicious software” that’s designed to infiltrate your device without your knowledge. There are many types of malware, and each works differently in pursuit of its goals. However, all malware variants share two defining traits: they’re sneaky, and they’re actively working against your best interests.

Once you have identified the email as part of a scam:

- » Don’t click on any attachments, which can install harmful malware.
- » Don’t click on any links, especially if the email urges you to go to a website and provide any information.
- » Do not reply to the suspicious email or use a phone number or other contact information in the email.
- » Look closely at the sender’s email address and any web addresses in the email for deviations from the official name of the business or sender.
- » If you are using your work email account, contact the IT team. They may want you to forward them the email but ask first.
- » If you are using personal email, and a message claims a business is urgently trying to reach you, you can call or reach out to the business by looking up contact information online or on an old bill. Do not use any contact information provided in the suspicious email.

- » Your personal email platform may allow you to report phishing. On Gmail there is a drop-down menu next to the reply button with that option.
- » You can also forward a phishing email to the U.S. Federal Trade Commission at spam@uce.gov and reportphishing@apwg.org.
- » If you already replied to a suspicious email, clicked on an attachment or link, or provided personal information, tell your company’s IT team if you are at work or go to IdentityTheft.gov. There you’ll see the specific steps to take based on the information that you lost.
- » Get two-factor authentication on your email program, and consider changing your email password and any other related passwords.

It’s also worth noting that scams don’t just come in the forms of emails, and it’s important to keep your wits about you when you’re contacted in any form and asked for personal information or access to any of your devices. Scammers will try anything to get their hands on your data from phishing emails, smishing attempts, hacking, and even support fraud. We’d like to take this opportunity to remind you that at Avast, we will never call you and ask for remote access to your devices or for personal banking details.

For more information:

- » [Learn more from the FTC](#) on how to identify and respond to phishing emails.
- » [Learn more from Avast](#) on how to protect against an email hack.
- » [Learn more from Google](#) on how to address phishing on Gmail.

TR Power Steering

Recently I had a visit from a member, [pre lockdown] who was keen to look at my hoist and we fell into conversation about my power steering [TR4]. As a result it was agreed I would pen something for Trumpet, although there is a bit of a summary on the TCCV web page under helpful hints.

Now I stress, this innovation is not for everyone nor am I suggesting everyone should rush out and get one installed, but, my situation is somewhat unique and the installation has pretty much saved me from having to dispose of the TR4 altogether. Added to a litany of health issues I have been diagnosed with Polymyalgia Rheumatica that is a vicious form of arthritis. It attacks the central nervous system; anyway this is not about the illness you can Google it if you fancy. My problem was getting out of bed let alone managing the steering in a TR.

Anyone who has driven a TR especially the side screens will know how heavy the steering is. At speed in a straight line its fine, however changing gear with one hand on the wheel, can be problematic, and city driving, roundabouts and parking is murder. As part of my restoration I paid particular attention to the front end including the steering rack mounting. I have down sized my tires from 205 to 185 and inflate them to 32 psi all helps but not enough. Enter a power steering system.

Having wanted a TR4 from childhood I was not going to let it go easily. I looked at various types of units and considered using a sedan set up as there is plenty of under bonnet space to contrive something, but all the time thinking there must be a better way. Early Jags, the Mark10 in particular, had electric power steering - two small motors located at each wheel. However enter 'doctor Google'.

<https://www.thetriumphcentre.com.au/project-list/ez-electric-power-steering-classic/>

<http://www.cumminscars.com/contact>

http://www.ezpowersteering.nl/25/170/EZ_ELECTRIC_POWER_STEERING.html

I spoke at length with all these people and purchased my kit from Cummins in Sydney, they being the Oz distributors [\$3.4k] not cheap. The unit comes with a micro box and all the usual fittings, the beauty is it fits in with no engineering, take out the steering column it connects to the rubber knuckle just outside the fire wall in the engine bay, up to the steering wheel and it relies on the existing brackets and fixtures. Down the track if



selling the car [or looking down from above], the original shaft can be re installed in about an hour, job done!

You can do it at home or as I did arrange for a local registered installer to fix it in about two to four hours. I took this option as it comes with a warrantee upon installation [what can go wrong] and unfortunately, I cannot work upside down in the foot well. If you buy one Cummins will direct you to a local registered installer. Installation done and you raise the bonnet, I challenge you to spot it, and inside the detail mirrors the existing Triumph set up with the steering wheel sitting normally, indicator and OD arms just slip back in. The motor sits well up under the dash and in no way impedes legroom etc.

I think the strong points are that it can be removed and the car brought back to original very easily and equally it can't fail, there is no change of the steering set up, no welding or new or altered brackets. Should there be a power failure or the micro switch drop out, it reverts to the normal direct steering, there is no steering lock like a modern car. The electric motor is the same as a normal modern car it sits at right angles to the column on a gear that is part of the column, if that makes sense. I'm no mechanic so a call to the suppliers will help in this department. The unit is powered from the ignition, so if you find yourself without a key you are simply back to the old normal meaning you can push the car around, roll start it and so forth

Now for the driving experience. Terry said it drives like his new Toyota, true it's the same set up. Yes, your driving experience has now changed but the car points the same way and understeers. A correction will be immediate and this takes some getting used to. Sure, that sports car feel is now compromised to a degree, but the bangs, rattles and rear end response remains. Slow speeds, use one finger. Because the steering is now exact there is some body reaction. Only the slightest contact with the steering wheel will provide a response in other words make a turn and the body will flex and want to keep going it's almost like a twitch. Flatten your foot coming out of the turn will evoke a reaction similar to doing the same thing in a modern front wheel drive hot hatch so some initial care is needed only this time the swagger is at the back end not so much the front.



TR Power Steering (continued)

I think if there is a standout issue with the system it can be a little too quick. I find the same thing in my hatch, put the boot in at a 'T' intersection and you get some twitching even a bit of wheel play, do so in a TR and hold on!

Sure, the way the car drives has changed and I stress again it is not a must have but gee it saved my bacon added to which lady drivers will find it so much easier to take over on one of those long drives home. You want a traditional old-fashioned sports car, well you may need a gym work out before each drive. As with the hoist I would be happy to talk to members as it's not a small decision.

Chris Sallmann

TCCV member #559

Additional Bonnet Release Cable for the Stag

Have You Thought of Fitting an Additional Bonnet Release Cable to your Stag? Some may just be worried about a bonnet pull cable breaking.... or coming adrift.

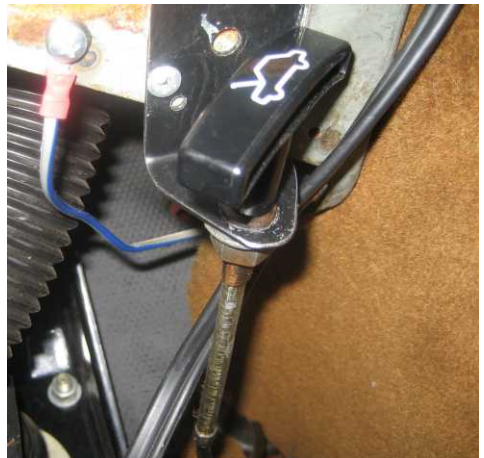
NO ... not me..... I am just lazy and do not like leaning over to the passenger side ... or walking around to the LH side.

When the Mark 1 STAG was manufactured, the bonnet release cable was fitted on the RIGHT hand side... subsequently for the American market... the release cable was transferred to the Left hand side.

Now if you are going to fit the additional release cable, then look under the dash edge on the RHS and approx 40mm in from pillar you will find the two screw holes for the orig. fitting (from memory they are imperial 6/32 thread.... But small self-tapping screws should suffice).

Cable needed should come complete with a right-angle mounting bracket.... Or ... better still... purchase a new cable from James Paddock UK – under 10 pounds (or – Rimmers in UK) and make a right-angle mounting bracket.

Now to the under bonnet work... Firstly you need to drill a 4mm hole in the lever arm of bonnet catch. The hole is approximately 10mm from the existing cable sheath holding pin. **WARNING** – To drill this hole you will need a diamond cut tungsten drill – or similar (A HIGH SPEED drill bit WILL NOT do it – will melt over).



Additional Bonnet Release Cable for the Stag



You will need to make a cable sheath holding clamp (I used a piece of slit aluminium from Bunnings) then bolt or rivet this to the bonnet bracket.

Lastly you will need to make an inner cable clamp - I used a 3mm bolt, fitted through new 4mm hole... a nut... marked the bolt and drilled a 1.2mm hole, then used another nut as a clamp.

Pass the cable through the firewall – using the wiring grommet hole, around past the Power booster to the latch mechanism.

Have Fun, although this is an awkward job... it is not difficult.. if I can do this – then anyone should be able to.

John Smith

TCCV member # 679

Finished installation... completed in 2010 approx

Editors Note:

We have taken John's advice and with a little help from Andrew Richards machining some stainless fittings and an original cable and used bracket from James Paddock (UK) fitted one to Linda's Stag during lockdown (see photo at right).



Erasing Body Boo-Boos

How to Erase Those Body Boo-Boos With Some Paint Blending Work

By Carl Heideman.

[Editor's note: This article originally appeared in Classic Motorsports Magazine May 2010 issue.]

If you've priced paint and bodywork lately, you know that good work does not come cheap. Five-figure paint jobs are getting more and more common. Coupled with the "might as wells" that go along with paint work (rubber, chrome, etc.), not only does the expense add up, but the time required can end up taking your car off the road for quite a while.

So, what's the alternative? Save the existing paint work by spot-repairing areas that are no longer up to snuff. We can often bring a so-so car back to nice-car status with some spot repairs, perhaps a few renewed pieces of trim, and a good detail job. While this type of work won't win you a trophy at Pebble Beach, it's a great way to keep a good driver-level car looking nice.

Spot repairs can be handled at a body shop or at home using a variety of methods and tools. Body shops tend to be more interested in this kind of repair work than full paint jobs, so you may be able to get a pro to do it during some downtime. On the other hand, we've had good results at home using everything from spray cans and discount spray guns to professional-grade equipment.

While the methods, tools and paint supplies can vary a bit depending on the type of paint on the car and the repair work needed, the overall process is about the same. Generally, the area in question is sanded back to bare metal so that the damage can be repaired, often with some body filler. (We're assuming that no welding is required—that's a topic for a different story).

The paint around the repair area is then feather-edged to offer a smooth transition from the repair to the existing paint and bodywork. The area is primed, usually with a high build primer-surfacer, before being sanded smooth. The priming and sanding process may be repeated a few times until the repair area is straight and properly transitions into the existing paint.

Finally, the topcoat—and possibly the clear coat—are applied, sometimes with a blending agent, depending on the type of paint being used. The area is then buffed. If done well, these types of repairs are very hard to spot.

We recently worked on a very nice 1978 MGB that still needed a bit of attention. A dogleg panel had been repaired years ago, but the paint was misapplied. It was blistering and peeling, a sore spot on an otherwise great-looking vehicle. The step-by-step process needed to renew this section of the car can be tackled by just about any DIY enthusiast.

Step 1:

Here's our trouble spot. This MGB's dogleg was repaired several years ago. While the panel was still good, the paint was starting to blister, putting a blemish on an otherwise beautiful car. We decided to spot-repair the finish, blending the paint into the quarter panel.



Step 2:

We sanded away the paint, primer and filler to bare metal using an air-powered dual-action sander fitted with a 36-grit disc. We also could have done this by hand or with an electric sander.



Step 3:

We tried to feather-edge the repair zone by sanding back the various layers of filler and paint with 220-grit paper. We found a bit of a ridge that we couldn't sand smooth, so we used some catalyzed spot putty to make the transition. We applied it with a rubber squeegee and waited about 10 minutes for it to harden.



Step 4:

We then sanded the repair with 220-grit and then 400-grit paper. Once we got to the 400-grit paper, we sanded up into the colour coat for about four inches to make sure the new paint would be able to bond to the surface.

We always make sure our paper is not dull.

Fresh, sharp paper will quickly take off the high spots and make for smooth, straight bodywork. Dull paper tends to follow and exacerbate the highs and lows, making the bodywork look worse in many cases.



Erasing Body Boo-Boos

Step 5:

As we prepared to prime and paint, we covered the whole car with sheet plastic. This step is less crucial with some paints, but we always find it to be an easy way to reduce cleanup time and eliminate any overspray.



Step 6:

Before masking things off, we very thoroughly cleaned the area to be painted with grease and wax remover. In this case, we used DuPont 3090 Prep-Sol.



We then started our masking job, first outlining everything with 3/4-inch tape. We also masked off the insides of the door and its jamb to keep overspray out of those areas. It's important to use automotive masking tape since it won't inappropriately react to the paint and solvents.

Step 7:

In the past we've covered cars with newspaper, but for \$30 to \$75 you can get a proper masking paper machine. It automatically puts the tape on the paper. We masked off everything right next to our repair area. Note that we masked off our table, too, in order to have a clean spot to mix our paint. Putting masking paper on the table also makes cleanup very quick.



Step 8:

We had determined that the car wore acrylic enamel over the original paint. We consulted with our paint supplier, who said we could use traditional acrylic lacquer high-build primer underneath non-catalyzed acrylic enamel paint. This kept our costs down and made for simple mixing and cleanup. We mixed the DuPont Fill 'N' Sand 131S primer with 3696 thinner in a 1:1 ratio.



Step 9:

Since this was such a small repair, we used an older DeVilbiss siphon-feed touch-up gun. These guns are becoming obsolete, as gravity feed guns are more popular. However, either type of gun can provide great results. We put on four thick, even primer coats, waiting about 10 minutes between applications.

Step 10:

We allowed the primer to dry overnight.

Step 11:

Then we wet sanded the area with 320- and 400-grit paper. Because we had done a good job on our prep work underneath, we could then immediately begin to apply our top coat. If we had found some imperfections, we would have fixed them with spot putty before spraying more primer.

Step 12:

We used Dupont Centari acrylic enamel paint for this job. We felt comfortable using the standard OEM colour as opposed to a custom tint, so we had our supplier mix the paint according to the factory code. If we hadn't known the paint code for this car, the supplier could have computer-matched the colour and mixed a custom tint.

Although we mixed our primer to be on the thicker side for good buildup, we chose a different path for the paint. We started with about one part paint to one part 8022 reducer; we thinned out the blend a bit with each subsequent layer to achieve a good transition into the existing paint.



Erasing Body Boo-Boos

Step 13:

We started at the bottom with a thin first coat to get even coverage. We then worked our way up to the edge of the primer. Note that we didn't worry about the fact that the first coat was a noticeably different shade—that's just the result of the very thin coat.

We followed this procedure for three coats, each time inching slightly higher into the existing paint work. Before our fourth and final coats, we thinned the paint quite a bit more, adding about 50% more reducer to each coat. These two extremely thin final coats let the new enamel "melt" into the underlying enamel. Keep in mind that other types of paint will have different blending procedures and methods. Consult with the instructions or a professional for the best method for the finish you're facing.



Step 14:

With the final coat applied, we left the paint to dry and cleaned our painting equipment.



Step 15:

After the paint dried thoroughly, we lightly buffed it with 3M Perfect-It compound and a foam pad fitted on an electric buffer.



Step 16:

Cleaned up and finished, the repair is virtually undetectable and makes the MGB look great again.

This article was sourced by Alan Andrews TCCV member #572



Restoration: Methods for Removing Paint

Lockdown has given me time to investigate what a full restoration involves. Eventually the original paint will have to go. Using messy paint remover over an entire car seems impractical, so what other options are there? This is some of what I found on the internet.

Alan Andrews – TCCV Member #572

Dry Stripping

How it works: Just grab your DA sander, mount up some 80- or maybe 40-grit paper, and simply sand off the old paint.

Pros: This is the easy way to remove paint. It doesn't require much money or skill.

Cons: It's only truly effective on flat outer surfaces. Tackling the underside of the body or the insides of the engine compartment with this technique is nearly impossible. This method is also dirty, monotonous and time-consuming. If done incorrectly, it can also build up considerable heat, which will damage your metal panels.

Dipping

How it works: The entire car is disassembled before the body is lowered into a chemical stripping agent. Thanks to the necessary infrastructure, a commercial outfit needs to handle this process. Figure somewhere around \$2000 to go this route.

Pros: Dipping strips paint extremely thoroughly, and it spares the home restorer from dealing with the dust and mess associated with sanding.

Cons: Since the chemical stripping is so thorough, every bit of primer and seam sealer disappears. Getting these materials back into crucial inner gaps can be a big

challenge. Also, totally rinsing the chemical stripping agent can be difficult. In fact, our painter would rather not deal with a car that's been dipped, as he can't guarantee that chemical residue won't create issues with his fresh paint.

Media Blasting

How it works: A high-pressure stream of abrasive material is shot at a painted surface.

Abrasive material options: The specific material used in media blasting can have a significant effect on the quality of the final result. Traditional sand blasting removes rust, but the process builds up a lot of heat – and that heat can lead to warped panels. Baking soda is a gentler alternative. While sand uses friction to remove paint, the soft soda particles strip it away by exploding when they impact the bodywork. This process generates no heat, so it's easier on the surface being stripped. It's safe to use on fiberglass, rubber, chrome and even glass. Often times, outer surfaces will be soda-blasted a while the glass, suspension, tires and engine are still in place. Soda isn't very effective on rust, though, and takes longer than sand to strip paint. This is why media blasting typically starts with soda and then switches to a more abrasive media for the underside of the car. However, some shops don't use traditional silica sand, which is very dusty and creates

Special Feature – Members in Lockdown

Restoration: Methods for Removing Paint (continued)

highly toxic fumes. Instead, they use DuPont Starblast, a dark, fine staurolite sand that looks more like lava rock than traditional beach sand. It's touted as more abrasive than silica but less prone to creating dust and heat.

Pros: If done right, media blasting does not damage metal, does not leave any residue, and is usually a little less expensive than dipping. You can also control the amount of body filler that's removed, meaning you can leave the

original paint, primer and sealer. In addition, the vehicle can be blasted without being disassembled.

Cons: Soda won't remove rust; a more abrasive media needs to be used to address this issue. Also, unless you really, really clean out the car afterward or use a special abrasive material, you will invariably find little piles of sand under your dash and in your trunk –sometimes for as long as you own the car.

My TR4 is Eating Air Cleaners for Breakfast!

Just a silly story of what can happen when your eyes are off the ball. My TR4 was in storage for most of last year and of course this one has hardly been ideal for driving. More recently I took it out to go 'essential shopping' as my day car was at the hail repair shop, now I have this trip covered as its perfectly allowable. The poor old thing spluttered and farted its way along despite having its monthly warm ups etc. I thought not much of it but after nearly five kilometres and having reached the optimum temperature, not a lot had changed.

Back home I looked at the obvious things and wondered about the petrol that went in during the last reprieve several months ago, it's on unleaded 98 and I only half fill it. Something in the depths of my mind told me to look at the air cleaners and check if there was good fuel flow - oh dear!

Well the photo tells the story, the elements had gone hard and were disintegrating, it's pretty clear to me where the chalky bits of dried rubber had gone,

so I pulled them off and re started, all good. Now this just highlights another easy oversight, how often do we check these things? I know modern cars get new elements often I've lost count of how old these are - many years, telling myself its about the mileage which is nothing so why even look.

So begins the search for a new set up. I toyed with getting paper elements which are all the go but this meant changing the air cleaner bodies, priced up I dropped that idea pronto and went to Ramflo for help. They fit spongy ones to all the race cars so I figured this would be fine so I have Ramflo KC013 series 300 elements delivered around \$30 the pair a big price for sponge rubber.

Ramflo recommend either pre oiling or using dry. If you are using oil, they can sell you a product [naturally] or just use ordinary light oil, pre wash in kero and soapy water to prepare. They also say to pre wash and dry if you go down the dry road and repeat this or replace every 5000ks. The elements come flat and you

Special Feature – Members in Lockdown

have to knead them into the half sphere wire baskets.

No word on what to do if you are not using the car much, common sense notwithstanding. So, I figured from now on a look see every six months to be sure they are ok, and a clean every 12 months. I have a by-pass from the top of the motor putting fumes in so I reckon they should retain oil provided the car is used regularly. This is clearly my problem as the car was left and the elements were allowed to dry out.

I feel both guilty and silly about this, hence this reminder, I'll be checking cleaning and ditching my elements on a regular basis from now on. It is such a basic thing and I wonder how often we don't look here when our motors are carrying on. It's a bit like petrol having a shelf life six weeks, I'm told sure it will fire up but my engineer friend said it can lose a 'RON' every few weeks thereafter.



Chris Sallmann (Still getting older and wiser)

TCCV member #559



Owner:
Jonathan Ignatidis

Incorporating
Automotive Service Centre

736 Heidelberg Road
Alphington, VIC 3078

(03) 9499 6475

info@automotiveservicecentre.com.au

Special Feature – Members in Lockdown

Corona Virus, Stag Withdrawal and Prostate Cancer Update

Just to refresh your memories I was diagnosed with Prostate Cancer in January 2020 and I elected to go down the radiation path. On the 18th March I drove my new MG6 to Burleigh Heads for an ex Air Force Apprentice Reunion for all the guys that joined in January 1965 which I had organised. On the night of the 22nd March the QLD Government announced that the NSW/QLD borders were to shut. After the Sunday night and last night of the Reunion I packed up and headed home. 24 hours and 10 mins later I drove into my driveway. I had the gold leaf implanted around the Prostate on the 31st March. The Gold Leaf is to direct the radiation rays into the Prostate. On the 15th March the first radiation treatment started. Over the following weeks there were 20 radiation treatments which finished on the 13th May. Each treatment lasted 2½ minutes. Walk-in/walk-out was around 30 minutes. Overall there was no real after effects. For a while I did lose my taste for food, but that didn't last. I still can't stand McDonalds.

Five weeks after the radiation finished I had a follow up appointment and my PSA reading had dropped to a very acceptable level. Today, 8th September 2020 I had an appointment with my Urologist to discuss my progress. My PSA had dropped again and is now very good. I have another appointment on the 22nd December.

I urge all you guys to get tested. You wives/partners should make you go and get tested. A simple blood test will see how you are going. Prevention is better than cure. I know a lot of ex RAAF guys who never got checked early enough and they are all on the other side of this earth.

It is amazing how your mind thinks when you get the cancer. Will I have to sell my Classic Cars (1974 Stag, 1975 2.5PI and 1968 MK1 2000)? The way my recovery is going I should be able to keep my cars well into the future.

If anyone would like to discuss what I have been through feel free to give me a call.

Graeme Oxley

TCCV member # 471 (0413 135 779 / gaoxley19@gmail.com)



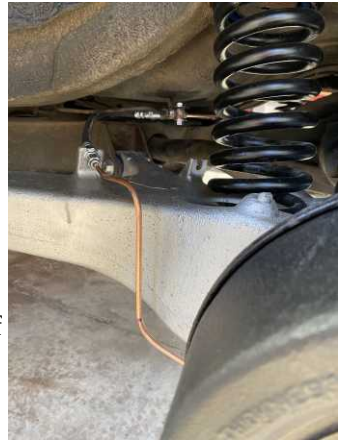
ISO project Stag Phase IV

Well it seems we still have the 'opportunity' to spend lots of time working on our projects, and so that's what I've been doing. Since my last episode, readers may remember my unfortunate experience on the way to get my Stag registered.

In the meantime, my car has been repaired, and is now back in my care. Ignoring the age-old advice of 'if it ain't broke, don't fix it', I've amassed the parts necessary to replace most of the braking system. Starting with a pair of new calipers for the front, I've also bought all four flexible hoses to connect to the hard lines. I have a rebuild kit for the PDWA because it was weeping slightly from the switch. I have a new master cylinder to install, and I'll throw a bit of paint on the booster while it's out.

I've also bought a 25' roll of copper-nickel brake line, and a handy little flaring tool to make both the bubble flare, and single flares needed for all the joins. It's a great little tool, and produces a much nicer flare than the cheaper versions available on eBay. Luckily I have a hoist in the garage so it makes doing this sort of work much easier than crawling around under the car. I've managed to replace all the lines except the main rear from the PDWA to the splitter, when I ran out of line. I guess there's more than 25' of line under that car. I thought I might take this opportunity to refill the system with DOT5 silicone fluid too, as all components (apart from the rear wheel cylinders) are new. I'd like to at least try this out while I can, as the old DOT4 has made a bit of a mess where it has dripped from the PDWA. I've touched it up for now, but I may as well make the change while it's less complicated and I don't need to flush the old stuff out. I have noticed the DOT5 is quite a bit more expensive, but I'll never know if I don't try it eh?

Hopefully, I'll be able to take the car out for a decent test-drive soon, because all-up, I think I've done a total of about 50 kms in it.



Ian Fox

TCCV member #894

Special Feature – Members in Lockdown

Dolomite Sprint Progress During Lockdown

After blowing up the 1976 Dolomite Sprint four years ago I am hopefully getting it back on the road soon.

Liam Bourke

TCCV member #797



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

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

KEEP YOURSELVES OCCUPIED


 ARCHERY


 ATHLETICS


 BADMINTON


 BASEBALL


 BASKETBALL


 BOXING


 FOOTBALL


 GOLF


 BOWLS


 NETBALL


 RUGBY UNION


 SOFTBALL


 ICE HOCKEY


 VOLLEYBALL


 CANOE / KAYAK


 CRICKET


 SKATING


 JUDO


 ROWING INDOOR


 TAEKWONDO


 POWERLIFTING


 SAILING


 SHOOTING


 KENDO

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

This Is Triumph

The Triumph Publicity Department at Coventry designed and produced a booklet called “*This Is Triumph*”. There is no reference to a publication date but features a prototype Stag on road endurance test and a Toledo, the first car to be completely assembled at the Liverpool Speke factory, so it must be post 1970. Does anyone know? Paraphrasing the book may be of interest.

The book states it has two purposes:

Firstly: to show how Triumph cars are built from the initial concept stage, through the many and varied phases of planning, production and testing to the time they leave the factory for delivery to showrooms and new owners.

The birth of every new Triumph was prefaced by meetings of the Triumph Board where present and future market trends, sales predictions and production advances were assessed. Of course trends and predictions being an imprecise science a “dash of visionary perception” was welcomed.

From those deliberations market requirements were presented to the Styling Department where stylists, like Michelotti, would prepare dozens of perspective drawings to determine the basic shape of the new model. These drawings were not “Chip Foose” type (as good as they are), but technical showing engine position and size, passenger and luggage capacity, wheel-base, and power-to-weight ratio, while reflecting the latest thinking and engineering developments.

Accurate ¼ scale clay models were produced from the drawings for consideration by Triumph’s Directors and Product Policy Committee. A full scale hardwood mock-up was built and used to produce full scale drawings, tooling data to establish a tooling programme, and every tangible (like instruments, controls, seating) and intangible (like passenger safety, aesthetic appeal) element of interior styling, adhering to stringent government safety regulations and design rules pursuant to every feature.

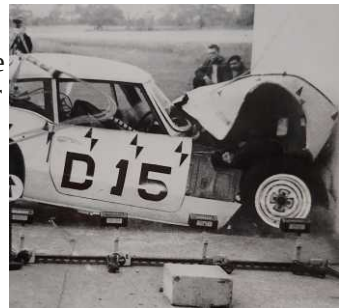
Hand built full size metal prototypes followed, complete in every mechanical detail, and given over to Triumph’s test drivers whose job it was to “break them”. Every conceivable type of test was carried out to find weaknesses in ride, handling, performance on the road and in orchestrated crashes, and endurance. Tests were repeated until “Triumph’s engineers are satisfied”.



Section Leaders and production executive discuss XX scale model



The Wooden mockup. Strictly Guarded



Crash testing GT6 prior to mass production

Digressing from the book, we all know stories of Triumph testing. Maybe there is scope for members to research their model and produce an article for a future “Trumpet”.

The closer one looks into the story of Triumph car production, the more obvious it becomes that the actual making and building of the car is only a tiny proportion of the total production effort. Thousands of complicated tools and jigs had to be drawn and made to tolerances measured in thousandths of an inch. Every component of every model was meticulously designed and produced from quality-controlled materials. Designing and setting up production lines for a completely new car is a gigantic task. Many of the automated processes call for completely new machinery and the capital investment can run into millions of pounds.

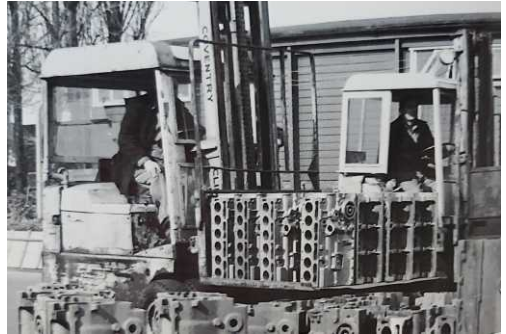
Triumph designed engine components but had some, like rough-cast cylinder blocks, manufactured by outside specialists to their exacting specifications. All engine assembly and engineering, including vertical boring and honing, was done in-house.

Triumph manufactured their own gearboxes too, maintaining “proud traditions of smoothness, quiet running, sweet gear changes and long trouble-free life.” Gearboxes were tested in a Sonic test Room. Should any gears not mesh precisely, the ensuing noise was electronically recorded on graph tape and sent back to the Development Engineers.

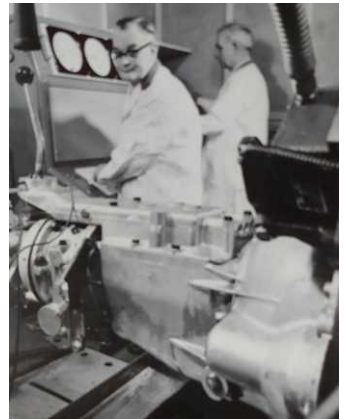
Triumph bodies, designed by Triumph engineers, were built by British Leyland Body Plants and delivered to the factory. After extensive inspection, bonnets, boot lids and so on were fitted. Bodies were then dipped in a tough underseal compound to protect them from mud, water and flying stones before being allocated an “identity card” listing all options and requirements chosen by the customer. Body shells were sent through a phosphating process, to prevent the formation of rust, and then coated electrostatically with three coats of paint primer before the



A prototype Stag on a European road test



A delivery of cylinder blocks from an outside specialist company



Electronic testing of a gearbox (Do you recognise the nearer engineer)

This Is Triumph

top colour coats. Much of the painting, body assembly and trimming were done at Speke that had been extensively automated for a £22,000,000 upgrade.

A computerised conveyor handling system automated the assembly process guaranteeing the correct engine and gearbox was presented to meet up with the correct body style and colour to produce the correct car. Close circuit television cameras monitored each assembly line with electronic relays indicating current production positions.

Members of the Investigating Department, not Quality Control personnel, carried out stringent “over-check” procedures. Able to roam freely to over-check any component or assembly, they ensured the regular quality control inspectors were doing a thorough job. “This is quality control with a vengeance – and it’s one more reason for Triumph’s great reliability reputation.”

Secondly: to provide a glimpse of the unique philosophy upon which the Triumph marque was founded and by which it continues to gain strength and worldwide reputation.

The philosophy is seen in the dedication and craftsmanship of Triumph engineers, in the traditions that lead such glory to the name, and in the open enthusiasm of so many Triumph owners and drivers. Importantly, the “kernel of the Triumph philosophy is the highly unusual blend of dedicated enthusiasm, human skills and advanced technical expertise.”

“When you buy Triumph, you buy a lot more than a motorcar.”

Thanks to TCCV member **Theodore Rau** for loaning me his rare booklet. It is a very informative read.

Alan Andrews

TCCV member #572

At right: Aerial view of Speke plant, Liverpool



Complete body shells being marshalled into orderly conveyor lines



Aerial view of Coventry plant



It was one of those irrational decisions that car nuts often make, and that is to buy another car of questionable condition when the current project is not even finished! Justification comes in many forms, but in this case opportunity, uniqueness and maybe challenge, were the phrases used to convince myself and my better half that this purchase was a good idea.

The decision was made harder as I found the car jammed into the corner of a garage with little chance of getting a good look over it. I had to be content with making sure, that to the best of my knowledge that the car was a genuine TR8. That decided, I parted with a little hard-earned cash and that was the start of a long journey that was getting this thing back on the road. Even getting it on a trailer was to prove difficult as brakes had jammed on, doors tight, seats would not move on their runners – I had serious doubts about my mental state by the time I got it home in the garage. That feeling would continue over the next six years that were to pass before it finally got a set of plates.



At the time of purchase, I also was in the process of getting my Mk1 spitfire on the road, so the TR8 took a back seat. It would be three years later before I got the chance to get to the TR8. After a good look over the car and tentatively putting some power on to see what worked, I really did start to question myself. Nothing worked except for one light on the dash, and I mean nothing! For those of you that have read a magazine called “Restored Cars”, there is a regular article called “To restore or not to?”. Basically, they critically assessed the pros and cons of restoration of a certain car. I was beginning to wish they had done this one. To be honest, on the first, second, third and subsequent looks – it probably should have been scrapped.

At this point I feel the need to explain my main underlying reason for taking this project on.

The TR8 was really the last gasp for Triumph and most of them were marketed in USA. There is quite a lot of opinion on the numbers and variants, but as best I can see the numbers go something like this. The numbers below are USA focused, but in reality, very few TR8s hit the home (UK) market and most of those that did were prototypes or special builds. For example how many people have heard of the TR40? I think you can consider yourself a true Triumph tragic if you have. It was a small run of 20 TR8 coupes that Rimmers (yes *the* Rimmer Bros), pimped up to look



TR8 Restoration

vaguely like a Ferrari(ish) F40. I saw a good example of one of these up for sale in Ireland last year for about 5000 Euros (it lasted a day at that price!). The majority of TR8s were fitted with twin Stromberg carburetors, but some 700 odd were fitted with a Lucas modified Bosch fuel injection system, and all of these were convertibles sold into the Californian and Canadian market.

Triumph TR Production numbers

»1979 – 1981	TR8	2,746 (including 2340 Convertibles of which 729 were Fuel Injected and about 400 coupes)
»1975 – 1981	TR7	141,232 (112,368 coupes / 28,864 Convertibles)
»1969 – 1976	TR6	91,850
»1962 – 1980	Spitfire	314,332
»1966 – 1973	GT-6	40,926
»1968 – 1969	TR5/TR250	8,484
»1965 - 1967	TR4A	28,684
»1961 – 1965	TR4	40,253
»1955 – 1962	TR3/TR3A	74,944
»1953 - 1955	TR2	8,628

So a little bit of history on this car. The car itself is a 1980 TR8 fuel injected 3500 cc convertible. The car is LHD, and, to my knowledge, there were no RHD fuel injected TR8s produced. According to the trim and paint codes it should have had a navy interior with a Persian Aqua paint job. But it has a beige interior with what looks like Vermillion paint (Orangish!). As far as I can tell, the rest of the car is original. It has the all alloy 3.5 litre Rover V8 that was designed by General Motors and started life as a Buick 215 back in 1960. If all the politics were put aside, it is the motor that probably should have been put in the Stags instead of reinventing the wheel (so to speak), but that's another story! This car was a Californian car, but unfortunately spent a fair bit of its life parked at a yacht club residence, and I suspect not garaged. While most of the destructive rust was confined to the headlight cover panel and its close neighbours, the rest of the car was suffering from surface corrosion and oxidation. The body itself was fairly straight and didn't seem to have a lot of rust. The car was imported into Australia in 1996 by a TSOA Vic member. From that point on, the car sat in the corner of his garage, perhaps because of its poor condition and the amount of work involved in restoration.

So why take the plunge on a car that probably should have been scrapped? Well aside from the usual stars in the eyes thing that happens when contemplating a purchase such as this, I felt the car was an



original example (aside from colours), and that because of the low numbers produced, deserved a second chance. Besides, by all accounts the cars were not all that bad to drive.

Because I hadn't had the pleasure of hearing it run before purchase, I decided the best course of action would be to try and get it going with a minimum spend, and reassess the project from there.

It was a good plan I thought, but to be honest the plan was looking pretty shaky a few weeks in. The oil light was the only sign of life in the car with power on, except to my utter amazement, the clock ran!

After making my way around an extremely greasy loom down toward the starter, alternator and oil switch area, I found the centre of the loom was just charred remains. After removal and reconstruction of the loom I had some measure of success in that, besides the oil light, I got an alternator light as well, but no starter motor action. Another search of the engine bay on that side found a wire hanging down that disappeared back into the firewall, and tracing it revealed that it went back to the ignition switch, presumably to cover the fault in the charred loom. After reinstating that wire to the starter, I was hopeful, and for the first time for a while, the engine spun over on the starter. But that is all it did with no signs of life at all. I could not understand it – fresh petrol and a check of the oil should have ensured success, shouldn't it? Not wanting to bore you more than I have, it was a long, long list of issues that were stopping any sort of action. I had no spark and no fuel – at least I had oxygen. The list grew as the days went on. The electronic ignition module was dead, the fuel pump was dead, the injectors were blocked (all of them) and my plan for a relatively low-cost attempt at a start was in tatters! But the compression numbers were good, and I figured that I could recover some of the cost to get it going by selling parts, so I kept at it.



TR8 Restoration



Finally, the day came where I had the sparks, fuel and oxygen for a start, and to my utter surprise it fired up and ran. Even more surprising was that it ran smoothly except for a bit of roughness on idle. That turned out to be a connector on a temp sensor so overall it was an encouraging result. At this point though there were no brakes or clutch, so taking it for a drive to check out the drive train was looking impossible, and turned out to be a bit challenging, but after a couple of circuits of

the driveway I felt there were no major gotchas in the gearbox and diff areas. (turns out the handbrake wasn't working either!)

It was time now to take a good look at the rest of the car. Body wise it was straight enough but had a very rusted headlight surround panel and a very twisted spoiler. Underneath the car there were some dents in the floor pan, but no sign of rust in the subfloor or sills. Either the USA owner was an aggressive driver when approaching speed humps, or he used it as a spotlighting vehicle! Either way it all looked fixable, but at this point I was sure I was going to run out of talent with some of the repairs. I was however determined to do as much of this restoration as I could myself as part of the learning process.

Electrically there was little working, aside from the electrical repairs to get the motor running. No lights, indicators, brake lights etc., one headlight went up and down continuously (some would say that's normal), but little else. Like the clock though, the original Triumph branded AM/FM radio had some scratchy signs of life. This was looking better and better!

Mechanically the main components of the drive train looked ok at this stage, but there was grease and oil everywhere. Anything that had a seal just did not, and I guess after sitting still for the past 20 plus years meant that anything rubber would not be in great condition. Regarding other mechanical components such as brakes and suspension, there was truly little that didn't need attention. I nearly forgot about the fuel leaking from the bottom of the tank – I had sealed it with some metal epoxy to get the engine running but clearly a better repair would be needed. In short there was a lot of work ahead.

My aim all along with this car was to restore it as close to original condition as possible. I also did not want to undertake a complete “better than new” restoration as the car was approaching 40-year-old and I didn't want to over capitalize the car. The exception to the ‘original’ rule was the colour scheme. I didn't want the navy trim or the Persian Aqua paintwork. It is a sports car of sorts and therefore it will be RED. Otherwise no updates to brakes, wheels, no RHD conversion, and source parts as close

to original as possible. The advantage was of course that while few genuine TR8's were made, they shared a majority of parts with the TR7, and of course engine parts are largely in common with rover parts.

The other fortunate thing for me with a restoration of this type was a decision to install a two-post hoist early in the process. I would still be working on it but for that.

So, onto the hoist it went and the process of stripping off all the components began. Radiator and electric fans, headlight units, front struts and brakes, and what was left of the exhausts. The motor and gearbox removal was a breeze on the hoist. A custom trolley was made to carry the engine, lowering the car onto it, undoing the main cross beam which holds the power steering unit and gearbox mounts and lifting the body off the motor/gearbox unit. The diff and rear suspension was managed in a similar way. The extent of what was required to clean this car up was becoming more and more evident. Everything had surface corrosion, but there were still no sign of major rust in any panels beyond the front headlight cover panel. As the fuel tank was buried in the body above the diff it was logical to pull that out and repair it next. Removing the sender unit and pickup out from the fuel tank revealed the tank was full of rust and in unbelievably bad shape. This was not great news as this is one of the components this model doesn't totally interchange with the TR7. The tank on the

fuel-injected version has two side-by-side apertures for the sender unit and the fuel pickup/return. In the interest of keeping things standard, I had a good look at how the tank could be reconditioned. I decided to give a product from KBS coatings a go. They produce a fuel tank sealer kit for tanks up to 100 litres for about \$120, and the reviews were good. I think POR15 make a similar product. Anyway, after soldering the pinholes I went through the process of cleaning and sealing the tank. The results were outstanding – the finish inside the tank resembles a smooth ceramic finish. I guess time



TR8 Restoration



will tell on the longevity of the product.

The other product I have used a lot of on this car is Dulux Metalshield. I tested a lot of products for the underbody parts including a KBS chassis coater, but the Metalshield product works well and is a reasonable price. I personally prefer the Satin finish but that's a personal thing. There's nothing wrong with the Chassis coater either, but it is fussy about humidity and moisture.

It was time to face up to the mess at the front of the car. After drilling out spot welds and removing the headlight cover panel I could then see the extent of the rust underneath the panel. Overall, it didn't look as bad as I had expected. The headlight cover panel itself was destroyed by rust, but the structural parts beneath were solid, albeit covered in surface rust. The engine bay was a mess of oil, surface rust and extremely poor paintwork. The engine looms were also in poor shape. Fortunately, the wiring itself was basically ok, but a lot of issues could be seen with connectors, and loom protection was either nonexistent or harder than steel. Because sports cars are red, the engine bay had to be red as well. At that stage I was aiming to get as close as possible to 'Carnelian Red' as possible. This was the brightest Triumph red in 1980, but I didn't seem to be finding a way to get that replicated by the auto paint guys and gals – they just didn't know any of the codes I was putting to them. So, I decided at that stage to go with the latest Mustang 'Race Red' for the engine bay and take it from there.

After a lot of preparation, the new headlight panel and a new lower spoiler were welded in, and the engine bay got some coats of 'Race Red' I am not the best spray painter, but it was great to see some progress towards making the car look acceptable again.

Those crazy popup headlights presented a fair challenge. Fortunately, the motors both ran, but the linkages were missing bushes, other parts seized, and all of it covered in corrosion. But once I was able to cut through all that, I ended up with two working units that didn't go up and down continuously, and that was a miracle in itself!

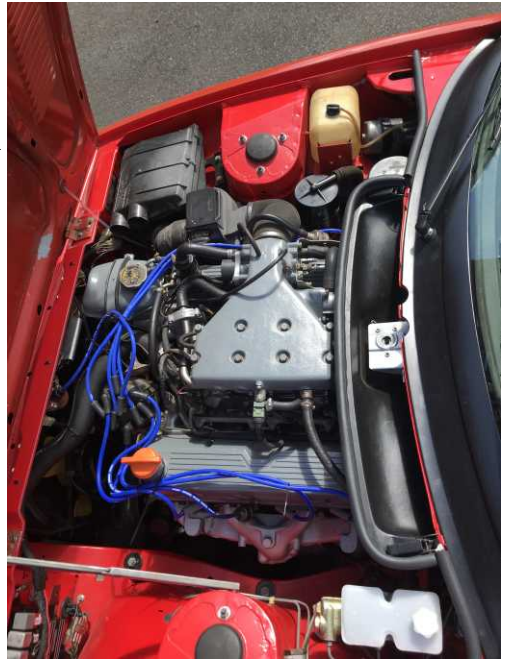
It is worth mentioning that my focus at this point of the restoration was to get the car to roadworthy condition and see how it is on the road before committing to all the final cosmetics, including a respray.

While the motor appeared to run well, it was leaking more oil than an undersea oil well. Any rubber was far harder than any of the alloy supporting it, and the motor looked like it had been dragged over from the US. All the seals and gaskets I could get to were replaced, the plenum and rocker covers were stripped back and given coats of engine enamel, and all hoses for air, fuel and water replaced. Sounds simple in a sentence, but it took a little while. In the end it was worth it though as so far it's

proving to be a nice clean motor. Finally the wiring looms in the engine bay were stripped of loom tape, or what was left of it, and rewrapped the looms with a great product from carbuiders.com.au. They call it an underbody loom tape, but is temperature and moisture resistant, and works well in the engine bay. It has great adhesion and allows a fair bit of flexibility with loom placement. All the connectors, pins and sockets and wires that showed damage and corrosion were replaced as well. It seems the car uses a lot of Lucas 'Rist' connectors, and replacements took a bit of tracking down, but a good supplier was 3-way components in the UK (3Waycomp is the eBay store name).

Continuing down the driveline the clutch and clutch plate were replaced, new oil seals front and rear on the gearbox, new shift bushings, and new oil seals in the diff.

It was time to turn my attention to the brakes. It's one thing to make it go but stopping is handy as well. Again, nothing worked. The disc caliper pistons, master cylinder and the rear slave cylinders were seized, and the front brake line was rusted through due to being routed through the rusty headlight cover panel. As icing on the cake, the brake booster held no vacuum and the hand brake was seized as well. SO after a program of refurbishing anything possible, and replacing the rest, there was a chance it would stop when it finally got out of the garage. It was difficult to assess the suspension without driving the car, but it was logical that anything rubber would need renewal and so with new bushes and fitted brand new KYB shockers all round. I decided to leave the assessment of the springs until after a drive. Wheels were next on the list. They looked bad but undamaged, so it was a toss-up on what to do with them. While looking around at sandblasting and paint options, I came across a water blasting supplier in Mountain Gate that claimed his process would give an as new finish without the need to paint the rims. Better still he did it for \$40 a rim, which was competitive. The rims looked fantastic, so



TR8 Restoration

fitted a new set of Hankook Tires and it was starting to look the part.

One of the other skills I had a go at along the way was re-plating some of the very tired brackets and fittings. I trawled the internet and came away with a relatively simple recipe for zinc plating that worked well. I will not say it's the most professional finish, but it seems effective and can be done within an hour. A test piece I did early days still does not show any signs of rust even though it's been in the elements since then.

The other process I used successfully to remove rust, other than a lot of hard work, was a reverse electroplating process. Basically, a bucket with some rebar for an electrode, battery charger and a washing soda solution. Great for heavy rust removal on those treasured, hard to get parts. The other method is immersion in Molasses, but that takes a bit longer.

Being an import car and with the change of club permit regulations a little while ago, the car had to have ADR approval by a VASS engineer for registration, and before the roadworthy guys would even look at it. So after a few bits and pieces to comply the RWC went very smoothly. I now have the car on Club Registration, and do you know what? It is a very pleasant drive. It has enough power, rides very well, and more important than anything else, the right noises come out the back!

I have to say it does not have the character of the Spitfire or the earlier TR's, but it's a shame it didn't sell more, as overall it's a great car. Now to work on the cosmetics...

Noel Warden

TCCV member #560



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

It seems the Triumph car owners of the world (well, Victoria at least) took pity on me coming into the role of Membership Secretary, so didn't submit any new member applications during August. But we did have 6 renewals, thus bringing our membership at 31st August to 220. A further 22 are still overdue with their renewals; if they don't pay by the end of September, they will need to re-apply for membership.

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.

Roger McCowan
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.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 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	Roger Makin	president@tccv.net	M: 0447 762 546
Vice President	Peter Welten	vice-president@tccv.net	M: 0409 511 002
Secretary	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	meetingadmin@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	clubfacilities@tccv.net	M: 0412 364 925
Committee Member	Andrew Richards	committee3@tccv.net	M: 0414 541 149
Past President	Helen Robinson	pastpres@tccv.net	M: 0439 554 199

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche, Nick Skinner	aomcdelegates@tccv.net	
Regalia Officer	Peter Byrnes	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
Collation Co-ordinator	Brian Churchill	collation@tccv.net	M: 0488 168 246
Events Co-ordinators	Peter Welten	events@tccv.net	M: 0409 511 002
	Graeme Oxley		M: 0413 135 779
Triumph Trading	John and Fay Seeley	trading@tccv.net	M: 0491 107 869
Membership Secretary	Roger McCowan	membership@tccv.net	M: 0439 711 381
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
Photo Master	Alan Andrews	photos@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546
Editor Assistant	Fran Madigan		M: 0403 133 063
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381
Advertising Officer	Terry Sully	advertising@tccv.net	M: 0418 995 372

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.

MELLING

COUNTY

Durapro

Enduratec

GMB

HASTINGS

PTZ

DUNLAP

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



“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.



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. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.