

April/May 2021

# The Trumpet

The Triumph Car Club of Victoria Magazine



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### Life Members:

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

### All correspondence to:

Email: [secretary@tccv.net](mailto: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     |
| Upcoming Events                         | 4     |
| Roger's Road to Recovery                | 5     |
| TCCV event at Jay Leno's Garage         | 6-7   |
| Breakfast At Beasley's                  | 8     |
| A Sign of the Times                     | 9     |
| Griffith Road Trip To Visit Ross Harvie | 10-16 |
| The Resurrection of a Triumph TR6       | 17-20 |
| The Belgian-Made TR2                    | 21-25 |
| Historic Winton                         | 26    |

### Club Services

|                      |    |
|----------------------|----|
| Members' Information | 27 |
| Triumphs on the Web  | 27 |
| Event Photos         | 27 |
| Club Contacts        | 28 |

### Index to Advertisers

|                              |     |
|------------------------------|-----|
| Auto Exhaust Supplies        | 23  |
| Auto Surplus                 | IBC |
| Caulfield Jag Service        | 15  |
| Davies Craig                 | IFC |
| Fairfield Motors             | IFC |
| Old Car Radios Fixed         | 12  |
| Ringwood Speedometer Service | IBC |
| Shannons Insurance           | BC  |

*Past copies of **Triumph Trumpet** are available in the Members' section of the Club website [www.tccv.net](http://www.tccv.net). The webmaster can provide the necessary password to access this reserved area. Design and production of the **Triumph Trumpet**: Roger McCowan.*

## For the Preservation of the Triumph Marque

## Front Cover Photograph

On the cover this month is the much awaited announcement that Linda Makin's Stag is finished! At the new members day on 3<sup>rd</sup> June 2018 Laurie Ellul asked if anyone had a Stag in pieces so Graeme Oxley introduced him to Roger Makin. Laurie came on Saturday 9<sup>th</sup> June 2018 and has worked every Saturday (barring lockdown) up until last week, to assist with the rebuild. This photograph was taken on 1<sup>st</sup> May 2021 at Dixons Creek with Laurie and his wife (also Linda!) with their Stag and Linda and Roger making it a patriotic Green and Gold affair.



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

The past few weeks have seen a few members unwell and having to spend time in hospital. On behalf of the TCCV members we wish Fay Seeley, Terry Sully, Terry Roche and John Powell a quick recovery and look forward to seeing them at future events.

This issue is a combined April/May Trumpet. The Trumpet is printed 11 times a year. Traditionally January has not been printed but it was decided to combine a couple of mid-year months when there is not a lot of activity so a January issue can be printed alerting members to the upcoming year's events.

Thanks to Judy Brown and Iain Perrott for sending in photographic contributions this month. As well as general photographs can I encourage members to submit Portrait orientated photographs in high resolution format for future covers.

Last but not least yes that is my Stag on the cover! It has been my car since 1977 but after being flooded in a workshop about 15 years ago it was in storage until Roger was retired and had a workshop to work in. He has done a fabulous job with lots of people helping along the way and we can't wait to get out and enjoy some road trips.



*Linda Makin*

**COPY DEADLINE for June Trumpet**

*Friday 28<sup>th</sup> May*

Please forward to [editor@tccv.net](mailto:editor@tccv.net) or contact Roger on 0447 762 546

## Upcoming Events!

### May 2021

**16<sup>th</sup> TCCV – New Members Day Lunch.** Venue Dixons Creek Cafe, Melba H'way, Dixons Creek. Meet at Chirnside Park Shopping Centre 10:30am for an 11:00 departure. Register as usual. **Note:** COVID19 maximum of 40 DOES NOT APPLY. Maximum number is 64. Booking cut-off date is midnight: Friday, 14 May 2021.

**19<sup>th</sup> TCCV – General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

**22<sup>nd</sup> - 23<sup>rd</sup> – Winton Classic Racing.** Meet at Avenal Truck Stop, 10kms north of Seymour on the Hume Highway for an 8:00am sharp departure Sunday 23<sup>rd</sup>. Please register well before the event so adequate space can be allocated. Booking cut-off date is Saturday, 15<sup>th</sup> May 2021.

### June 2021

**16<sup>th</sup> TCCV – General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

### July 2021

**11<sup>th</sup> TCCV – Presidents Lunch.** Venue: Royal Victoria Motor Yacht Club, 260 Nelson Place, Williamstown. Enjoy a 3-course meal (shared entres and desserts, individual mains) for just \$40 per head. Arrive 12:00 noon. Convoy departing Brandon Park Shopping Centre car park

11:00am. Route details TBA. SECURE parking at Savages Boat Yard. Cars viewed only by yacht club members. Register as usual. Booking cut-off date is midnight: Sunday, 4 July 2021.

**21<sup>st</sup> TCCV – General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

### August 2021

**18<sup>th</sup> TCCV – Annual General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

### September 2021

**12<sup>th</sup> Beaumaris Concourse Car and Bike Show.** Venue: Beaumaris Shopping Centre precinct, Reserve Road, Beaumaris. Details TBA.

**15<sup>th</sup> TCCV – General Meeting.** 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

### October 2021

**3<sup>rd</sup> Euroa Show and Shine.** This annual event is back this year. As in previous years, there will be a trophy for the best Triumph on the day. Convoy details TBA.

**7<sup>th</sup> to 11<sup>th</sup> TCCV – 16<sup>th</sup> Combined Vic & ACT Triumph Clubs Rally:** Wangaratta.

**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](mailto:events@tccv.net) or [ann.welten@bigpond.com](mailto: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.**

## Roger's Road to Recovery

We have now held two general meetings at our new venue the PAVILLION ROOM at THE MANNINGHAM CLUB, 1 Thompsons Road, Bulleen. It has been great to see members taking advantage of the facilities and enjoying a meal and socialising prior to the meeting. Our guest speaker in April was Derek Pritchard who gave a very interesting insight into electric vehicles past and future.

Numbers for general meetings are still restricted to 40 people so get in early and register your intended attendance on the website.

The system of website registering for ALL events is something that is going to continue. There are two reasons for this. The first being the laws regarding contract tracing and the second is to ensure event safety. By having an accurate list (with phone numbers) of those attending an event which will be checked by the event organiser it will mean in the unfortunate situation of a breakdown or someone getting lost contact can be made to effect recovery. Again our Webmaster Alan has made the registering procedure simple so when you register your phone number will be automatically entered.

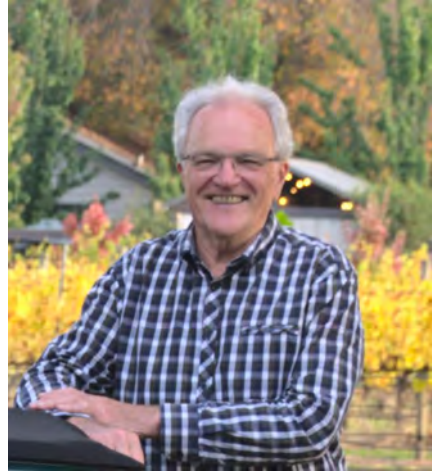
If you do register for an event and you cannot attend or you need to add/subtract the number of people attending PLEASE immediately log on and change the details so where numbers are restricted people on the waiting list can be added.

It has also been brought to my attention that quite a few of our members are not as tech savvy as the young guns so if you want to attend a meeting or event please phone a committee member with your details and they will register on the website on your behalf.

With the advent of proposed changes to registration systems and taxes, the use of classic cars in the future and the availability of fuel suitable for our cars the AOMC and individual car clubs are going to have to get involved in the politics of it all. Some views that are expressed by contributors to the Trumpet will from time to time be in jest and some will write seriously about such matters and I must refer everyone to the Disclaimer always printed on Page 3 of the *Trumpet*. The main thing is that people continue to make contributions by sending their articles to the Editor, who of course reserves the right to edit as seen fit.

At the time of going to print we are nearly up to capacity for the New Members Day lunch and look forward to seeing you there.

*Roger*



## TCCV event at Jay Leno's Garage

Sunday 28th March 2021

When we hold our next Show and Shine, look out!! About 30 of us took the opportunity to visit the warehouse and try all the cleaning products produced by JLG and we came away loaded to the gunnels with new stuff.

Jay Leno has one of the best car collections in the world, all of them registered and all driven. Quite amazing when you consider the range going back to brass era cars, steam driven cars and through to modern, exotic sports cars. His favourite car of all is his Triumph TR3a that belonged to his late brother. If you ever catch the episode of Jay Leno's Garage showing the TR3a, you will see he gets very emotional talking about it.

Maintaining his 200-odd car collection takes full-time employees working on restorations, mechanicals, electricals and cleanliness. As a result, he started working with a recognised cleaning products company to supply him with various cleaning agents. This was not supposed to become a business! He started by giving away cleaning products to his friends and they suggested he could sell them. One thing led to another and the JLG brand was formed about five years ago in the USA.

About three years ago, the Australian business commenced, working from a warehouse in Airport West. The local owner of the business Neville and Sales Manager Evan were on hand to talk us through the products.

They have 26 cleaning products on offer plus a range of microfiber applicators, cloths, brushes, etc.

It's one thing to talk about them but it's another altogether to try them out. Fortunately, Gerald the Herald was parked close by, so he was treated to some tyre shine, a clay bar rub down and a Quick Detail. The verdict was that Gerald came up a treat. Doesn't he always?

As we tried more products, we bought more products!! We were all availing ourselves of the 20% discount on the day and the EFT machine was glowing red hot.





## TCCV event at Jay Leno's Garage

Evan arranged for a coffee van to call past and we had Hot Cross Buns for everyone. Of course, the morning allowed us all to catch up for a chat, something we have not done in the last year.

JLG products are supplied online ([www.jaylenosgarage.com.au](http://www.jaylenosgarage.com.au)) and via car clubs in the main. They do have some outlets in specialist car shops but not the big guys. They will provide us with a discount code for all members to purchase online at any time and receive a discount.

We will ask Evan to come along to a future meeting to do some demonstrations for those who could not make it on Sunday.

Thanks everyone who attended and thanks to Neville and Evan for giving up their Sunday morning.

*David Ferguson*  
TCCV member #773

### Presidents Note:

Thanks to Jenny Ferguson for organising the Hot Cross buns at this event, they were appreciated by all present.

*Roger Makin*



## Breakfast At Beasley's

Sunday 11<sup>th</sup> April 2021

We don't often get up early on Sunday mornings so it was a shock to the system when we stepped out the door to drive to Breakfast and found large patches of snow on the garden!

Rain all the way but all 22 people turned up, too cold to wander around the nursery so we did the usual eat and talk. Only one person drove in a Triumph, Rod Flavel in his Spitfire earned his photo shoot for this article! The only Stags were deer trying to find some shelter on the hilltop.

Roger and I wore our winter Club jackets and some of the new members were asking where they could buy them; with names embroidered on them it makes it easy to chat. Even if badges are remembered it is hard to read them when you are talking to someone.

Always good to meet in a group for a meal and interesting to see what the world looks like at that time of day. When we got home the snow was still there and stayed all day!

*Linda Makin*



## A Sign of the Times

Recently I wanted to get a wheel alignment done on my 2.5PI as it was showing signs of toe-in wear. I went to a place in Hoppers Crossing that I had been to before, and he was damn nasty. Don't waste your money on this car. Werribee MG recommended Beaurepaires in Hoppers Crossing. Their comments were our specialist is not trained in doing wheel alignments on older cars. I said it was only a toe-in adjustment. I mentioned that the 2.5PI had a camber and caster kit. The owner then said our specialist is still not qualified and he definitely could not carry out a wheel alignment. All they can do is modern cars and were not interested in anything else. So I said your loss and left.

Another incident occurred a few years back. The 2.5PI clutch slave cylinder had failed so I replaced it and tried unsuccessfully to bleed the system. In my frustration I rang a mobile mechanic. A woman answered and she said she would get back to me. Twenty minutes later she did and she said that the mechanics said my car was too old. I left the car for two weeks and would you believe that the system had self bled.

What are our apprentices taught these days? All they seem to do is plug in test equipment to try to fix cars. Where have all the real mechanics gone?

*Graeme Oxley*

TCCV Member #471



NOTE: Stuckey Tyre Service located at 828 Sydney Road, Brunswick are fantastic with older cars. Recently I had Linda's Stag chassis aligned, suspension set up and tyres balanced and car rides perfectly. A friend also just had his 1949 Riley set up and had the same result. In both cases Stuckey was also very careful at choosing the best tyres for each vehicle, and he was right.

*Roger Makin*

TCCV member #861



**4th – 9th March 2021**

Although Ross is not a TCCV Member, he has participated in quite a few of the combined ACT events in October and also the Melbourne Cup Parades in his red Stag. Unfortunately last year Ross was diagnosed with a brain tumour and has been given a life expectancy of up to 24 months. Ross just celebrated his 54th birthday. I decided to organise a run to visit Ross and give him a real morale boost. ACT Triumph joined in as did some of the TR Register guys. Before long I had 50 people wanting to drive to Griffith. Before starting I ran this passed Ross's wife, Lyn who gave the thumbs up.



4th March:- The convoy meeting place was at Nagambie in front of the statue of Black Caviar. I left in the Stag at 6 am as I was wary of road works. One disadvantage of driving a Stag at 6 am is the lights are blinding in the mirrors. It took me just on 2 hrs to get to Nagambie and to Harry's Café for brekkie. Before long everyone was at the starting point and we headed off. Darren Viney led the way over the historic Kirwin Bridge which has a 90-degree bend at the mid point over the Goulburn River. From here we headed to the Shepparton Club for lunch. After lunch we headed to the Big Strawberry for a strawberry milkshake. Here we met up with John and Shirley Smith who were videoing the Triumphs as they turned into the Big Strawberry car park. Bob White Mazda MX5 (TR7 in

## Griffith Road Trip To Visit Ross Harvie

disguise) from Deniliquin met up with us here. David and Glenda's Stag had oil leaking onto the exhaust. The Stag had been serviced the day before and David believes the O-ring was not changed and had split. Lesson here is to always change the "O" Ring.

From here we crossed the Murray River into Tocumwal and to our Kingswood Motel. We have used this Motel on two previous occasions. At 6pm a shuttle bus from the Golf Club did a couple of return trips for an evening meal. Ross's Mum Judy had booked us a private room. Ross's Mum and Dad with Bill's brother John and wife Helen joined us for dinner. This was the start of the food feast. The bus returned us back to the Motel. After a cooked brekkie the Triumphs lined up for the convoy drive to Griffith. Ross and his son Doug had arrived from Griffith on the Thursday night. Ross and his dad Bill in his 2500TC was the convoy leader. From here we headed to Coleambally for a Lions Club BBQ lunch. The ACT Triumph guys joined us here for lunch. It was terrific to catch up with the ACT guys. We assembled at the Lions Park where the Bucyrus Dragline is situated. A member from the Lion's Club gave a talk on the Dragline. They started the water pump that is still used for pumping water. John Antney (TCCV Member) who is a local had organised the lunch. John, who works in the local Nursing Home, also organised the residents to watch the parade of Triumphs doing a lap of the Nursing Home. The residents appreciated this and they could be seen



## Griffith Road Trip To Visit Ross Harvie

waving inside as the cars paraded around the grounds. An old member in Ray Freer turned up to greet the guys, Ray had sold his car to John Antney.

From here it was a short drive to our motel in Griffith. Ross had organised a private room at the Leagues Club that was a short walk away, for our evening meal. Here we caught up with John and Cheryl Mayberry. John Antney and his wife Rita, joined us here. After spending two days in a Stag it was nice to have an early night.

It was up reasonably early as we all headed off at 8:45am to where Doug has started his apprenticeship at the Resto Pro's Car restoration/customisation workshop. This is owned by Lucas Sanders and Natasha Koehler. They had some classic cars being restored and one old 1923 Citroen that was completed. Top job also. If you want a vehicle to be restored to excellence this is one place to bring your classic. My MK1 2000 would love to go there. When we finished the viewing we visited Greg and Val Salvestro's private garages which was a couple of minutes walk away. Greg's collection was mainly Ford but one Holden did sneak into the garage. Apparently it



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## Griffith Road Trip To Visit Ross Harvie

was a mirage and we couldn't see it.

From here we drove to Lake Wyangan where the Griffith Classic & Custom Car Club hosted a BBQ lunch. We all sat around chatting after we had an enjoyable lunch. From here we split into two groups and one half went to Ross and Lyn's place and the other half went to John and Cheryl Mayberry's place. Because of COVID19 restrictions our group was too large to go to one place at the same time. Ross showed off his prowess as a Barista making coffee for everyone. In his shed was his red Stag after it had gone through an engine and transmission change to a five-speed manual and a 3.9 Rover V8 engine and now with twin exhaust pipes on either side. It has since passed the Engineering and roadworthy and is waiting to get the number plates. Sure looked great and sounded damn nice also. Lyn got even with the group. She had washed the seats down and they didn't dry in time. Everyone ended up with a wet bum. We swapped around and ended up at John and Cheryl's place. In John's Shed he was building a caravan to sit on top of a tray truck. These country folk have huge sheds and nice homes.

The Rally Dinner that night was at Benny's Restaurant & Bar at the Kidman Motel where we all stayed.



## Griffith Road Trip To Visit Ross Harvie

On Sunday morning it was up early as the Griffith Classic & Custom Car Club cooked breakfast at City Park. From here we drove to Erigolia, and Weethalle 100 kms away to view the painted silos. John Mayberry in his Magenta Stag led the way. Here we had morning tea at Fat Bob & The Blonde Café. Interesting town. I would like to go back and spend more time there. From here we drove through Evonne Goolagong's town of Barellan to view the largest playable tennis racquet and see the oldest CWA Rest Room in Australia. How Evonne played with that racquet God only knows! From here we quickly returned to the Peter Picolo Family Farm for an absolutely lavish slow roasted pork and lamb shoulder with locally sourced sides, sweets, wines, beer and Ross's coffee. A meal not to be missed. We were too full to go anywhere for an evening meal.



On Monday morning it was up early as Ross was coming out to the Motel to bid us farewell. Some returned to Victoria. Club Members John and Leonie Johnson had organised a drive through Leeton. Narrandera and Corowa. After bidding Ross and Lyn farewell we were off. John leading the way and I went tail end Charlie. We headed to Leeton where we had morning tea at Kevin and Helen Lehman's. His sheds have cars that he has restored. There is a magnificent BMW 635 Coupe, TR3A, BMW Z4, Renault, HK Monaro, Falcon





## Griffith Road Trip To Visit Ross Harvie

500 and a HDT Commodore and more. Helen prepared a nice morning tea and we were off to Narrandera to view the recently painted water tank. It was back on the road to Corowa. We had a roadblock of cattle grazing on the side of the road. The cows were bigger than Al's red Herald Coupe. We had a 2-hour trip to the Whisky and Chocolate Factory for lunch. This is one place that we will revisit during the



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## Griffith Road Trip To Visit Ross Harvie

October Rally with ACT Triumph at Wangaratta. Nice food and lots of chocolate. I did take liquorice and chocolate home, but it was soon gone and not by me. Out accommodation was a couple of minutes away and it was a short walk to the Royal Hotel for another meal. Yes more food. It was a five-day eating spree.



On the Tuesday we crossed the border and onto the BP Service Centre at Glenrowan for more food, from here it was a 3-hour trip to home. I drove into my driveway at 1pm. It was a terrific but also a sad trip to Griffith, wonderful to catch up with Ross, Lyn and Doug. There are many to thank for this trip as without them nothing happens.



- » John Antney and the Lions Club at Colleambally
- » Ross and Lyn Harvie and son Doug
- » John and Cheryl Mayberry
- » Peter Picolo
- » John and Leonie Johnson
- » Anthony Ockwell
- » Greg and Val Salvestro
- » Lucas Sanders & Natasha Koehler at Resto Pro
- » Griffith Classic & Custom Car Club
- » Kevin and Helen Lehman



*Graeme Oxley*

TCCV member # 471



## The Resurrection of a Triumph TR6

### Background

The car was imported from USA in 2007. It had passed through two or three sets of hands before I found it sitting in the open at Highland Valley in the hills near Adelaide in December 2016. Sills and “B” pillars had rusted badly but replacement components had been previously purchased and came with the car. Brake callipers, discs, shoes and cylinders were missing.



### Preliminary Engine Test

First job was to check out the engine before dismantling the car for its restoration. Twin Stromberg carburetors were jammed solid with goo and gunk. After stripping them down and fitting overhaul kits they were fitted back onto the engine. Will it turn over? “Yes”! Will it start? “Yes”, on about the second revolution. Once it had spat out all the accumulated stuff it proved to be ok to use with a lot of TLC needed on all visible components, generator, distributor, radiator, starter and so on. The engine can now be removed.

### Right Hand Drive Conversion

This was done before dismantling the car so that each side of the scuttle and firewall could be made good at the same time that other body repairs were carried out later. Graeme Smith came up with a RH Drive steering rack which replaced the American one. Dashboard backing was cut up and welded into RH drive configuration. A new mirror image dashboard was made and veneered with New Guinea Walnut Veneer. Pedal box, accelerator linkage, brake booster and master cylinders, were attached through new penetrations on the RH side as was the steering column.



### Body Works

Now it was time to remove the mudguards, bonnet, boot lid and doors which had all their innards removed at the same time. Next, the body came off the



## The Resurrection of a Triumph TR6

chassis and along with the panels it was taken to Ryan at Shepparton Soda Blasters in Keppell Street for bare metal paint removal. Then back to Mick Doherty's panel works for an undercoat and for John Truman's son Michael to work his magic replacing panels and repairing rust. Mick and his daughter Brook then set about painting all components Mallard Green which is the original colour.



### Chassis

While all this was going on the chassis was stripped of every component and taken to Oinka on Watt Road for sandblasting. This showed up significant rust damage which was carefully treated and all damaged areas were repaired and returned to pristine condition.



### Chassis reassembly

#### *Independent Rear end*

The differential tested OK so after replacing the seals it was reattached to the chassis. Drive shafts received new universals and bearings. Shockers and springs were replaced with new ones as were the brake shoes, cylinders and brake lines.



#### *Front end*

All bushes, springs, shockers, tie rod ends were replaced and Graeme Smith's RH rack (now overhauled), was fitted. New callipers, discs and pads were fitted also.

#### *Wheels*

8 spoke Minitor (minilite look) alloy wheels replaced the steel wheels and new tyres were fitted



### Engine and transmission

The car came without overdrive. Ray Mullins put me on to Bob Byham in Mt Gambier who came up with a suitable overdrive gearbox and overdrive. Both were in poor condition so each received a

## The Resurrection of a Triumph TR6

meticulous rebuild. After fitting a new clutch and thrust race this was attached to the engine and mounted, on new mounts, to the chassis. The repaired radiator and repaired petrol tank were refitted at this time also.

### Carburettors

The incredibly complex American model Strombergs proved impossible to tune so a pair of earlier Strombergs were fitted and with the help of Ray Mansen at Ray's Motors the problem was solved.

### Wiring

While the body was away I set up a big table on which I mounted the dashboard and fitted the, now repaired by Howard Instruments in Heidelberg, instruments. I then set about unpicking the old wiring loom so I could replace and extend wiring to reach the new RH drive locations of everything. At this time I added wiring for cruise control, central remote locking, outside thermometer, bluetooth radio, headlights left on beeper, appropriate relays and so on. All these required an update to the fusing so six terminal "always on" and "Ignition on" fuse blocks were fitted.

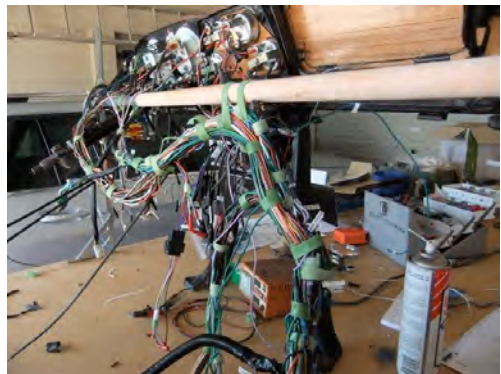
### Lighting

Red indicator lights were changed to amber. Amber parkers were changed to white and American headlights were replaced with RH drive ones.

### Interior

The interior had completely wasted away leaving pretty much only a couple of rusty seat frames.

These were duly brought back to life. New seat padding and covers saw them looking good again in the original "new tan" colour. Door cards, lining and carpets, also in original colour were purchased and fitted.



## The Resurrection of a Triumph TR6

### Hood

A factory reproduction mohair hood in beige will keep the rain out and will look good against the Mallard Green body.

### Various

Alternator and starter were checked out by Rod Wild. Water pump was replaced as was the timing chain and front crankshaft seal. Front and back bumpers were re-chromed by Albury Electroplaters.

All rubbers are new. Brake booster and slave cylinders were repaired or re-sleeved by ABS in Watson Street.

### Parts acquisition

Rimmer Bros in UK were able to supply every item needed. Prices are fair and delivery takes as little as 4 days. Pay Pal proved to be a convenient way of payment.

OK now. What next? Any suggestions?

Happy Motoring

*Peter Vibert*

TCCV Member #978



## The Belgian-Made TR2

### Classic Motorsport Magazine

Story and photographs by Dirk De Jager, Staff Writer for the magazine

Submitted by Alan Andrews, TCCV member # 572

Belgium may be known for its chocolates, waffles and beer more than its car manufacturing, but before World War I, this small country—just a touch bigger than Maryland and squeezed between Holland, Germany, France and Luxembourg—made its mark on the automotive world. 30,689

To tell that story, we'll need to rewind to more than a century ago—1907, to be exact—and travel to the Belgian countryside hamlet of Nessonvaux. The town sits between Liège, an economic hub teeming with festivals and folklore, and what is perhaps the most beautiful racetrack in the world, Spa-Francorchamps. Here, nestled in the hills among charming stone cottages, a factory occupied nearly 2 acres of land. Inside, a fledgling car company called Impéria was stretching its legs after moving out of a much smaller facility.

It needed the room.



*Subtle touches hint at this car's Belgian origins, but the stunning glass roof makes it clear that this isn't your typical TR2.*

## The Belgian-Made TR2

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

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

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



*The Coupé Francorchamps was offered in four different colours: black, red, metallic blue and metallic green. The current owner found this car as a basket case in dire need of restoration, but tracking down the correct seafoam paint proved difficult. It wasn't a Standard hue. After much searching, he discovered that Impéria borrowed it from the Adler motorcycles it was building at the time.*

### Restoring Impéria

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



## The Belgian-Made TR2

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

This expansion carried the company to an even bigger plant—still wedged in the hills of Nessonvaux—that opened in



1929. The locals had long complained about the loud, dangerous car tests Impéria conducted on the village streets, so the new facility received a banked, 1-kilometer test track that began indoors and circled its roof. (Yes, the inspiration was the rooftop circuit at Fiat's Lingotto factory, which had opened in 1923.)



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## The Belgian-Made TR2

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

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



## Turning to Triumphs

The company flickered back to life again after another war and another change in ownership, but this time it would mainly be churning out cars licensed from other brands: Adler and, starting with the 1949 model year, Standard-Triumph. The factory's first Standard-badged cars were Vanguard's, and later it also started making Triumph TR2s.

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

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

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

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

## Sports Cars, Too

Exact numbers aren't really known, but over three or four years Impéria built



*Had the Francorchamps Coupé been more successful, this view might not seem so unusual. Instead, it's a glimpse at what could have been.*

## The Belgian-Made TR2

about 500 copies of the Triumph TR2. To avoid taxes, the factory shipped them as “complete knockdown” kits—basically regular TR2s in disassembled form. A few differences distinguished them from the British-made cars, though, like the left-hand-drive layout and metric dashboard.

In 1954 and with Standard’s blessing, the bosses at Impéria decided to build their own twist on the TR2: an enclosed coupe version. The plans were drawn by in-house designer Frans Pardon, who also penned the Standard Vanguard Cabriolet that launched at the Brussels Motor Show in 1950. Mysteriously, little else is known about Pardon besides his work on these two designs.

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

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

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

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

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



*Of the 22 Francorchamps Coupés that sold, two were entered in the gruelling Liège-Rome-Liège Rally, a nonstop, 3500-kilometer journey that was brutal on both entrants and cars.*

44<sup>th</sup>

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Austin Seven Club Inc. A0003290N | Photo: Andrew Day

### 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 28).

### Club Membership

As at 30<sup>th</sup> April, our total membership stands at 253, including these new members who joined during March and April:

|               |        |
|---------------|--------|
| Stu Smith     | TR7    |
| Ewan Taffe    | Herald |
| Julian Thomas | Stag   |

Subscription Renewal Notices have now been sent to all members (most by email). If you have not received yours, please contact me as soon as possible. Payments are due by 30<sup>th</sup> June.

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.

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 1<sup>st</sup> July to 31<sup>st</sup> 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](http://www.gatriumph.com)

*The Triumph Home Page*

[www.team.net/www/triumph](http://www.team.net/www/triumph)

*TR Register New Zealand*

[www.trregister.co.nz/](http://www.trregister.co.nz/)

*The Dolomite Homepage*

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

*Greg Tunstall Mechanical - Queensland*

[www.gregtunstallmechanical.com.au](http://www.gregtunstallmechanical.com.au)

*Lucas MK1 and MK2 fuel/petrol injection*

[www.lucasinjection.com/](http://www.lucasinjection.com/)

*Triumph Sports Six Club UK*

[www.tssc.org.uk](http://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](mailto: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, Terry Roche, Colin Jenkins | 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

|                           |                               |                    |                              |
|---------------------------|-------------------------------|--------------------|------------------------------|
| <b>TR2, TR3, TR3A</b>     | Keith Brown                   | <b>TR4/4A, TR5</b> | Chris Sallmann               |
| <b>TR6</b>                | Terry Roche, Chris Sallmann   | <b>TR7</b>         | Fay and John Seeley          |
| <b>Dolomite</b>           | Colin Jenkins, Peter Welten   | <b>Spitfire</b>    | Mike Stokes                  |
| <b>GT6/Herald/Vitesse</b> | David Glenny, Alan Andrews    | <b>Stag</b>        | Graeme Oxley, Jim Ostergaard |
| <b>2000/2500 Saloon</b>   | Chris Burgess, Lindsay Gibson | <b>Mayflower</b>   | Roger McCowan                |

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