

The Trumpet

August 2021

The Triumph Car Club of Victoria Magazine



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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.

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Life Members:

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

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

For the Preservation of the Triumph Marque

Front Cover Photo

On the cover this month is a Stag purchased by James Boden from South Australia. James is probably the youngest person seeking membership to the TCCV and has the long term ambition of returning this Stag to original condition. The car currently has a Rover V8



fitted in the late 70's and James is looking for an original motor to rebuild as time goes by. At 18 years of age James has time on his side to restore the car whilst still being able to drive it and enjoy the open air.

Current Advertising Rates - (11 issues published annually.)

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

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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.

Lockdown continues and yet another General Meeting and the Annual General Meeting having to be changed to Zoom ! We are still hopeful that by September we can go to Adelaide in the Stag but in the meantime it is round and round in a five-kilometre radius trying to run everything in and make some final adjustments. After our little hiccup on the way to the President's Lunch, Roger has replaced the ignition lock (barrel/switch/harness), the inhibitor switch and overhauled the inertia switch so any other parts have been warned that they will be thrown out if caught misbehaving.



After five years of the Makin's editing the *Trumpet* this will be our last issue. It has been an absolute pleasure to be involved with members during the compilation of material and photographs and was a great way for us to meet so many members who have become friends and assisted with our restoration in so many ways.

We would also like to thank Roger McCowan who as Graphic Designer, one of his many TCCV roles, has each month transformed our input into the final polished magazine that you receive.

Now it is appropriate to introduce the *Trumpet's* new Editor Fran Madigan. Fran joined the TCCV in 2017, the same year we joined, and owns a very smart 1971 Vitesse Mk2 convertible – check her car out on the cover of your February 2019 *Trumpet*. Fran we are sure will take the *Trumpet* to a new level with a fresh look and new ideas. Of course Fran will still need the input of all members with articles, photographs and some humour which should be sent to editor@tccv.net



Thanks to all members for your input over the past five years.

We look forward to seeing you when lockdown has finished.

Bye for now

Linda & Roger

COPY DEADLINE for September Trumpet

Friday 27th August

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

Upcoming Events!

August 2021

18th TCCV – Monthly General Meeting, followed by the **Annual General Meeting**. 7:30pm. Conducted using Zoom. Connection details in the President's Report (page 5).

September 2021

12th Beaumaris Concourse Car and Bike Show. Venue: Beaumaris Shopping Centre precinct, Reserve Road, Beaumaris. Details TBA.

15th TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

October 2021

3rd 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.

7th to 11th TCCV – 16th Combined Vic & ACT Triumph Clubs Rally: Wangaratta. Book Gateway Quality Inn Wangaratta, 29-37 Riley Street, Wangaratta. Phone: (03) 5721 8399. Thirty five rooms have been reserved at this 4-star motel. The rooms are reserved under "Triumph Car Club of Victoria" - mention that when you book. Rooms have been reserved from check-in Thursday to check-out Monday, but you can vary that when you book. [The itinerary is here](#).

20th TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

November 2021

17th TCCV – General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

20th Come & Try Day: Phillip Island Grand Prix Circuit. Your chance to drive your classic around Phillip Island Grand Prix circuit at pace. On the day there will be three information sessions, two track sessions with an experienced instructor, one track passenger session in your instructor's car and one solo session. There are designated women and junior run groups. All for \$295, or \$245 for MSCA affiliated club members and \$195 for under 18 junior and women members. Contact Bruce Astbury : mscapresident@msca.net.au for more information. Website: [Click here for their website to register](#).

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.

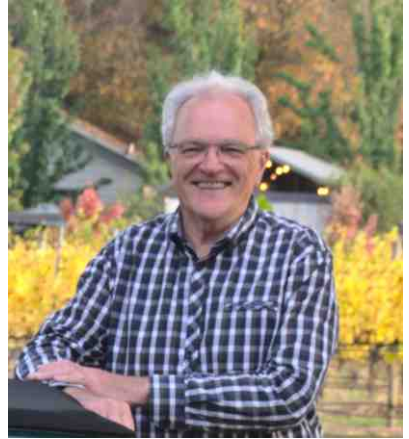
What a mess! Here we are again in lockdown and having to cancel our August General Meeting and the Annual General meeting. It is so difficult to plan anything in this COVID world and even worse planning something and then having to change it.

As you will already be aware our August General Meeting will be held by Zoom and the Annual General Meeting will follow at conclusion of the General Meeting. Connecting to Zoom is quite simple so please familiarize yourself with the detailed instructions below.

This year we adopted an electronic nomination (and if necessary election) of Office bearers and Volunteer positions. The results will be announced by the Returning Officer at the AGM.

The Club Awards will not be announced at the AGM as I believe doing so on Zoom is impersonal and takes the significance of presenting the awards away. The awards will be announced and presented at the next physical meeting that hopefully will be Wednesday 15th September. Arrangements are being made so that we can have much larger numbers at the Manningham Club even if the two square metre per person rule is still in place, so register your interest now.

Look forward to seeing your face at least on the screen.



Roger Makin

Zoom Meeting Instructions

1. Click on the link <https://zoom.us/j/7150739904>
2. Follow the on screen instructions regarding using your computer's audio and video if asked.

It may take a minute or so to fully connect, so be patient. If you cannot connect via Zoom, you can call the phone number 03 70182005 and use the meeting ID 715 073 9904. This is not really preferable but it's a good back-up plan.

zoom@tr-register.com.au is inviting you to a scheduled Zoom meeting.

Topic: TCCV AGM 2021

Time: Aug 18, 2021 07:30 PM
Canberra, Melbourne, Sydney

Join Zoom Meeting

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Find your local number: <https://zoom.us/u/apUiLV50c>

Upgrading Axles in a 2500S Sedan

Another case of “honey don’t sell the cars when I’m gone for what I told you they cost”!

“Honey, you shelled out nearly half the value of our old car for a pair of shiny axles???”

Sometimes you just have to flee to your automotive manspace and keep your head down!

So why would you choose to swap out the tried and tested Triumph rear axles and hubs anyway? Well, for a start the rear hubs are a known weak point. Breakages and sudden directional waywardness are not unknown. Furthermore the sliding splines that take up the play between the inner and outer axles are legendary for clonking away merrily and locking up alarmingly rather than sliding back and forth gracefully as the suspension does its work. And matters only get worse with age.

Sound familiar?

The zippy Toyota FWD components now available (matched to a Triumph-type hub) overcome both of these problems.

How about fitting the upgraded axles? Tony Zuiderwyk is our TCCV contact for purchase and a technical and engineering expert for fitting. He quotes around three hours labour for the changeover, with the proviso that you – the customer – agree not to assist.

I chose to fit the new axles to our 2500S saloon myself. It is a straight-forward swap: there is an adaptor flange to attach to the differential on each side (four bolts) and the axle assembly is then fixed to the adaptor (6 nuts). The new axle pokes out through the trailing arm as normal and the new hub attaches to the axle from the outside, and is fixed in place by those six familiar studs poking out of the trailing arm.

Tony points out that there can be clearance problems on the exhaust side (I didn’t have any problems) and you do have to fix the newly fitted hub to the axle via a 30mm nut and apply 200 pounds torque.

There are different ways of accomplishing this. If your S model Saloon or your Stag has the standard mag-type wheels you can pop out the little decorative centre disc from the inside, refit the wheel, gently lower the car far enough to stop the



New axle, minus adaptor flange and hub, with Robyn Faithfull



The differential to axle flange - 4 bolts and 6 nuts

Upgrading Axles in a 2500S Sedan

road wheel from turning, and then fit your 30mm socket on the hub nut and torque her up. Tony suggests holding the new hub in place by means of a half inch socket attached to a 3/8 inch socket drive extension (see photo). The socket passes through an aperture in the outer flange of the new hub (where you attach your road wheel to the hub) and clamps on to one of the trailing arm studs and nuts.



Locking the axle in place for torquing

Outcome: the 2500S runs a lot smoother now and maybe a bit straighter too. Without all the old axle noise the differential whine seems more prominent... uh oh!

Niggles: it is possible that the upgraded components, specifically the new hub, present access difficulties when working on the rear brakes. In my case I am in the habit of removing the axle/hub assembly before working on wheel cylinders, brake shoes etc.

Yet the supposed access issue might be a non-starter: you might just need to think laterally before unpacking the toolkit. For example, with a brake drum removed I suffered an episode of the dreaded “brake shoe handbrake-ratchet accidental release” syndrome. This can happen when there is no free play in

Continued on page 8



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Upgrading Axles in a 2500S Sedan

the handbrake cable while you are working on the rear brakes and it means you cannot refit the brake drum without resetting the ratchet (the ratchet compensates for gradual wear on the brake shoes by pushing them further out into the brake drum). In the past I've usually just pulled out the axle to get better access to the ratchet. With the new axle assembly in place and the hub torqued to 200 pounds I needed a new strategy.

Simple: take out the top spring holding the brake shoes together, release the shoe itself via the clip and spring that fix it to the brake backing plate, twist the shoe around (the two lower return springs are still attached) and re-set the ratchet. Phew.. worked a treat!

As for getting at the hydraulics, specifically the wheel cylinder, this is something I am going to investigate soon. I fitted a reconditioned brake booster and new brake hoses at the same time as the axle fix, and now one of the wheel cylinders – only a year old – is weeping.



Handbrake adjusting ratchet, view of the inside of the brake shoe

Fraser Faithfull

TCCV member #485

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Open Letter To All Members Regarding Hacking

Recently I placed an advertisement on the TCCV website and was immediately contacted by a hacker.

Let me say our Webmaster was right on to it and sent out a beware email to all members as I was typing to him. Alan has done a marvelous job in the past getting on to these wretched people and notifying us. However it has reminded me to share some thoughts on hackers generally. My family and I have been victims a number of times and although we eventually got money back and the mess cleaned up it is time consuming and painful. Having to get new Visa cards and re-arranging direct debits etc. is monstrous. Imagine paying for lunch in Tassie and the bank ringing you at the cash register saying are you in Sydney? How can you be paying for lunch in Tassie and ordering clothes in Sydney, well done the bank!

Now this has been where our banks were hacked into via their credit card system, the cards were stopped and we were notified, but be aware the intrusion happened from our computers back to the banks. This is where these people operate if one of them contacts us via the TCCV website or anywhere else, it's not the TCCV account they want its yours and/or someone else's.

Are you aware hackers generally use a third-party computer, often a large place like a hospital where they may not be immediately found out? They then use that computer to send out messages hoping for replies, once you contact them, they are in and almost impossible to trace.

I have had very credible emails and texts from ANZ, Telstra, and Microsoft sent by pretenders. Recently I set up an internet banking account with ANZ at my branch, hoping to avoid intrusion, by the time I got home and opened my computer there was an email from ANZ asking for ID info and telling me to change my password. I immediately contacted the bank branch I had left 20 minutes earlier and they confirmed it was false.

So where am I going with this because to many of you, this is nothing new.

I could fill pages of examples of intrusions and talk for hours but from advice from a family member who is a cyber prevention expert working in the industry, understand there is nothing stopping these people, so our job is to mitigate it where possible.

Do not under any circumstances open any attachment or visit any attached web page that has been sent to your computer by email unless you are totally sure it's someone you know. In fact, do not even reply to an unsolicited email. I had an email from what looked like a material supplier, they said--hey look we are industry specialists open our web page and see just what we can do for you, ha-ha! It's sad but a fact that so many of these cretins exist out there. Keep using our club page but please try to ring the person who contacts you and go from there.

You will properly sit and sulk at my suggestions have a chuckle, even chuck your computer in the bin, but its ok life goes on, just proceed carefully.

Chris Sallmann

TCCV member #559

Triumph Inertia Switch

Triumph Part #153052 was the Inertia switch fitted to all Stags and many other Triumph models with electric fuel pumps. This switch is designed to stop the fuel pump in the case of an accident thus reducing the possibility of fire.

Over the years these switches tend to corrode and therefore stop fuel flow without an event occurring leaving drivers on the side of the road scratching their head and in some cases replacing the fuel pump before discovering that it is in fact the inertia switch stopping the pump.



Photo 1: Location of the Inertia Switch

As these switches are no longer available (albeit a nasty looking non-original is) I thought it was time to explain how simple it is to clean your switch and gain many more years of reliable service.

In a Stag the switch is located on the near side of the firewall next to the fuse box behind the wiper motor (Photo 1). Removing from the clip and unplugging the wires is easy. Next to separate the switch carefully prise the plastic case over the retaining pin (Photo 2) that will allow you to separate the outer case (Photo 3).

By gently holding the plastic shaft at the top of the switch twist the knob off (Photo 4) the knob is not threaded but clips off with gentle treatment allowing the plunger to be removed. There is a large ball bearing that is located by a magnet in the bottom section of the switch (Photo 5). In the normal position the ball bearing is held firm and the plunger makes contact with the two outside contacts completing the circuit to the fuel pump



Photo 2



Photo 3

Triumph Inertia Switch

(Photo 6). In the event of a substantial impact the ball moves sideways/forward/aft the result is that the ball is projected upwards being driven by the tapered cup resulting in the plunger being thrust upwards breaking the circuit (Photo 7).

After cleaning all the components the switch can be reassembled and tested. With the plunger in the normal position test for continuity between the two contacts (Photo 8). Then lift the plunger or shake the switch to dislodge the ball and test that there is no circuit (Photo 9).

Finally reset the plunger and replace in the car and you have saved yourself money, remained original and will get many years of trouble free motoring.

Roger Makin

TCCV member #861



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

Tech Tip - You've Got It Taped

When you've got a screw in an awkward place where you can't get your fingers, there are various ways you can attach it to the end of your screwdriver. Like using a piece of rubber or plastic tube, or even a blob of Blu-Tak, which is useful if you have a piece of rubber tube or a pack of Blu-Tak handy.

Probably, you're more likely to have a roll of sticky tape in the toolbox, and if you poke the screw through this from the sticky side, and then fold it back along the screwdriver blade, it holds the screw while you locate it.



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Another Lockdown Project Ticked Off

What is this man doing you might ask? Is he looking for a place to sleep or trying to hide a body?

Well neither, he is trying to put in a switch to alter the boot light in the TR 7 as the light comes on every time the boot lid goes up and stays on until it's closed. A good thing at night when wanting to load up but an annoyance in the day as the light stays on all the time running the battery down especially if you walk away and forget that the light is on!

Such a difficult spot. Whose idea was it to put a switch in such an awkward spot?

Note the first aid kit at the ready, for any medical emergency! Or should that be a tube of Voltaren for a back strain!

Fay Seeley

TCCV Life Member #18



MAYHEM GARAGE by Smyth



Mayhem Garage courtesy of Practical Classics, November 1991

The Promoter of Originality Goes Rogue

As you all know I am a promoter of restoring and maintaining Triumphs and all cars as near as possible to their as produced condition. Now I am taking that to another level.

In the mid 60s I did my apprenticeship at GMH Woodville with a fellow electrician, Rob Blackwell, with whom I have remained friends ever since. His father, Bill customised a 1948/215 Holden in 1966 that was named the Starfire. The Starfire was exhibited at the 1966 Adelaide Motor Show and was featured in many magazines after which Bill generously gave the Starfire to Rob who drove it as his everyday car. I drove the car frequently and Linda can remember how everywhere we stopped a head would come in through the window looking at the interior. As Rob moved on to a career in the Army the car moved on also through various owners occasionally being spotted in a different colour with different modifications until eventually dropping off the radar.

Last week the remains of the Starfire changed hands yet again this time to a restorer who intends to completely rebuild it to the ORIGINAL specifications (or as built in 1966) as a tribute to Bill Blackwell.

For those of you who can't image the transformation these photographs should help.



Original 1948/215 Holden



The Starfire at the 1966 Motor Show

And by now if you have not guessed already the Starfire is heading to Olinda, with Linda's blessing, to be restored in parallel with our 1966 TR4A IRS – let's just hope the right parts go on the right car!

Roger Makin

TCCV member #861



The Starfire remains today

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 Advisor for your vehicle model (see page 16).

Club Membership

As at 31st July, our total membership stood at 263, including these new members who joined during July.

Wayne Allender	Dolomite Sprint
Bob Dalton	TR7
Demetre Giannakopoulos	Stag
Pam Hall	Stag
Robert Selby	Stag
Graeme Wise	Stag

By the end of July, 203 members had renewed their subscriptions. I trust that the remainder (60) will renew very soon, remembering that the absolute deadline is 30th September. If you have misplaced (or can't find) your renewal notice, please email me (address below) and I will send the renewal notice by return email. Payments were due by 30th June.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV, which includes being a current financial member.

Name Badges

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 (\$10 each).

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.tregister.co.nz/

The Dolomite Homepage

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

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

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

Information about Shutterfly is available in the 'Photo Gallery' section of the website.

Email to photos@tccv.net if you have any queries with the process.

Club Contacts

Committee

President	Roger Makin	president@tccv.net	M: 0447 762 546
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Past President	Helen Robinson	pastpres@tccv.net	M: 0439 554 199

Volunteer Positions

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	Peter Mayer		M: 0412 124 524
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
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Car Advisors

Refer to our website for Club Car Advisor 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

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