

The TRIUMPH

December 2023

TRUMPET

The Triumph Car Club of Victoria Magazine





DRIVING HOME FOR CHRISTMAS

I'm driving home for Christmas
Oh, I can't wait to see those faces
I'm driving home for Christmas, yeah
Well I'm moving down that line

And it's been so long
But I will be there
I sing this song
To pass the time away
Driving in my car
Driving home for Christmas

It's gonna take some time
But I'll get there
Top to toe in tailbacks
Oh, I got red lights on the run
But soon there'll be a freeway, yeah
Get my feet on holy ground

So I sing for you
Though you can't hear me
When I get through
And feel you near me
Driving in my car
I'm driving home for Christmas
Driving home for Christmas
With a thousand memories

I take a look at the driver next to me
He's just the same
Just the same

Top to toe in tailbacks
Oh, I got red lights all around, uh
I'm driving home for Christmas, yeah
Get my feet on holy ground
So I sing for you
Though you can't hear me
When I get through
Oh and feel you near me
Driving in my car
Driving home for Christmas
Driving home for Christmas
With a thousand memories

I take a look at the driver next to me
He's just the same
He's driving home, driving home
Driving home for Christmas

Songwriter: Chris Rea

Please drive safely this Christmas

EDITOR'S NOTE

By Fran Madigan, TCCV member #904

The end of the year already – how did we get here so fast?

This month we are featuring a few different stories – how much did you know about Sir John Black's 'replacement', Alick Dick, who was Triumph's managing director from 1954 until 1961? An interesting story.

The Triumph 1300 was given a very positive review by *Classic Sports Car* earlier this year – does anyone have experience of this model they would like to share?

And in a story first published in 2003, we hear about the design of the TR-250K.

We have included a fascinating article about a 1957 visit to the Triumph works, including a blow-by-blow description of the TR3 assembly line at that time. Good to know that Standard had a 'beautiful dining room'!

Alan Andrews has provided us with another Webmaster Hint to make navigating out website a little easier.

What sounded like a fantastic experience, the inaugural TCCV UK Tour happened this year. Tony Zuiderwyk has provided details about the proposed 2024 event. Make sure you register your interest in participating in the 2024 tour by the end of December.

Many thanks to Graeme Oxley for his story about – and photographs of – the Point Nepean Rotary Car Show, which took place on 5 November. And to David Ferguson for his Rob Roy Hill Climb report and photographs.

This is the final edition of the *Trumpet* for 2023. After a busy year and lots of articles and reports from our members, we are having a month off in January, returning with the first edition for 2024 in February. Many thanks to those who have contributed to the *Trumpet* over the year. We would welcome lots more stories from our members in 2024, so give it some thought over the summer and we look forward to receiving your ideas and articles next year.

If you are 'driving home for Christmas' have fun in your Triumph and travel safe. See you in 2024!



COPY DEADLINE

ANY TIME IS GOOD!

Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month.

Please forward to editor@tccv.net or contact

Fran Madigan on 0403 133 063





WHAT'S AROUND THE CORNER?



TCCV general meetings:

7.30pm on the third Wednesday of the month at the Manningham Hotel & Club, 1 Thompsons Road, Bulleen VIC 3105

Register on the TCCV website **by midnight the day before** the meeting.

For more information, flyers and booking/registration details for these and later events [CLICK ON EVENT.](#)

DEC. 3 / TCCV Christmas Party

At the Wheelers Hill Hotel, 871-881 Ferntree Gully Road, Wheelers Hill. Three-course meal \$33 per person. Arrive by 11.30am to be seated by 11.45am. Register on the website.

DEC. TCCV UK Tour 2024

Register your INTEREST on the website by DEC 31. We need 15 participants to go ahead. (See page 20.)

2024

JAN. 1 / TCCV New Year's Day Lunch

At the Paradise Valley Hotel, 249 Belgrave-Gembrook Road, Clematis, 3782. Travel independently to arrive at 12.00 noon. Register by 22 December.

JAN. 17 / TCCV – General Meeting

With presentation by Scott Watson from Variety (see next column).

JAN. 21 / Festival of Motoring

AOMC and RACV event at Cruden Farm, 60 Cranbourne Road, Langwarrin 3910, to support Beyond Blue. Display vehicles must be pre-booked. \$20 per entry, includes passengers. Entries close Friday 15 December.

FEB. 10 / Drive Your Triumph Day

Details to be confirmed.

FEB. 11 / Annual Picnic at Hanging Rock
Classic exhibition at the Hanging Rock Reserve in the Macedon Ranges. Open for vehicles of all makes, models, marques and styles.

FEB. 18 / AOMC British and European Motoring Show, and TCCV Show and Shine

Yarra Glen Racecourse, Armstrong Grove, Yarra Glen. Featured this year will be 150 years of Fiat and 60 years Mercedes Benz Pagoda.

FEB. 21 / TCCV – General Meeting

MAR. 1-3 / Variety Rally Around Victoria

MAR. 13 / TCCV Midweek Meandering

MAR. 20 / TCCV – General Meeting

MAR. 22-25 / Autumn Joint ACT/TCCV Event

MAR. 30 / Rye 2024 Classic Show Cars and Bikes

APR. 10 / TCCV Midweek Meandering

APR. 17 / TCCV – General Meeting

APR. 24 / TCCV Midweek Meandering

APR. 26-28 / Florence Thomson Tour

MAY. 15 / TCCV – General Meeting

TCCV 17 January General Meeting

Scott Watson, Motoring Events Manager at Variety – the Children's Charity Victoria, will speak about Variety's activities at the TCCV's January meeting.

Variety helps kids living with disability, illness or disadvantage. It provides grants for practical equipment, such as wheelchairs or playgrounds, for kids, schools and organisations.

Events Coordinator: Peter Welten
m 0409 511 002 **email** events@tccv.net
or ann.welten@bigpond.com

For the most up-to-date and complete calendar for the year.
TCCV events are labelled with 'TCCV'.



TCCV Presidential Backfire

By Pete Byrnes, TCCV member #830



By the time you read this, the TCCV Christmas Party will have been and gone and that's it for TCCV events in 2023 ... Where did that year go?

We've just had a lovely day at the Rob Roy

Hillclimb, hosted by the MG Car Club to celebrate the 100 year anniversaries of both Triumph and MG. TCCV had a display timeline of classic vehicles, as did MGCC, and what a magnificent line up of machinery it was. It would have been difficult to pick a winner if it was a competition, as every car on display was turned out beautifully and the efforts put into preparation was very clear to see.

TCCV members' cars were outstanding, and the TCCV committee sincerely thanks all those members whose cars were so impressive in the display – many admiring comments about the quality of the TCCV cars on display were given by spectators and officials. The event was well regarded by our MG counterparts, and the suggestion has been made that we do it again with a joint display in March next year. Details to be decided early in the new year.

It was also great to see so many families with kids and teenagers there looking at the cars, watching the time trials in the Hillclimb and just generally having a wonderful day. It was also good to see a fair few younger people taking part in the Hillclimb event. We need to promote the fun and camaraderie of a shared passion for old British cars to the younger generations and get them involved.

If I can take a moment of personal indulgence, I'd also like to promote the Variety Children's Charity 'Rally Around Victoria' event that Janet and I are part of – it's run on 1-3 March through Gippsland to raise much needed funds for disadvantaged and special needs children. We are trying to raise at least \$2,500 – \$25,000 would be better – and we are asking people to consider donating the price of a few coffees and muffins on our fundraising page at <https://fundraise.variety.org.au/fundraisers/peterbyrnes/rally-around-vic>

Or scan the QR code below with your phone to see our page. All donations would be most gratefully accepted.

There is no General Meeting in December. On Monday 1 January the TCCV New Year's Day lunch will be at the Paradise Hotel in Clematis (details are on TCCV website) – if you haven't booked in yet, the cut-off date is 22 December.

In finishing, I hope that all our members and their families have a wonderful, happy, safe and relaxing Christmas/new year break, and above all, be safe on the roads, and I look forward to seeing everyone in 2024.



Each year Variety – the Children's Charity extends support to numerous families and organisations. Through grants, we provide essential equipment like wheelchairs and all-abilities playgrounds, addressing practical needs of kids, schools and organisations in need. Our programs empower and educate children who are often overlooked, while scholarships encourage the talents of those living with disadvantage or disability. Lastly, we organise joyous kids' events that illuminate the lives of children in need and their families.



ALICK DICK: Triumph's Managing Director, 1954–1961

By Graham Robson, Moss Motoring



Before 1953, the most popular British sports cars sold in the [United] States were MG's classic TD, and Jaguar's sensational XK120. Nothing else came close. Then suddenly the Austin-Healey 100 and the Triumph TR2 arrived to change all that.

But Triumph? Who had ever heard of them, and what was a TR2? All the history books tell us that Standard-Triumph's CEO, Sir John Black, had the original idea, but it was the younger element – designer Harry Webster, development engineer Ken Richardson, and Black's deputy Alick Dick – who made it a reality. The first TR2s were completed in mid-1953, the first 200 of them were exported before the end of

the year. But, from January 1954, Alick Dick was in charge, production of TR2s rocketed and Triumph's reputation was transformed.

The miracle is that the TR2 took root when it did, for Standard's management was in turmoil at the time. Sir John Black's egotistical management-by-whim finally peaked at Christmas 1953, when, for no discernible reason, he actually proposed to sack his technical director, Ted Grinham. This inspired a boardroom coup and every other director demanded Black's resignation. Alick Dick was leader of that group, and immediately became Standard's managing director. For the next eight years, as Triumph's worldwide reputation boomed, Alick Dick was at its head.

Alick Dick had the personality that today's marketing men would have liked to bottle, then sell at a high price. He seemed to rise smoothly through Standard's hierarchy without effort, without making mistakes and at an astonishing pace. Managing director of Standard at the absurdly tender age of 37, he seemed to be a full generation younger than his British contemporaries.

It helped, of course, to have friends in high places. When the young Dick was looking for his first job, it was John Black who invited him to become an apprentice at Standard. Right from the start, there was little doubt that Dick

would have succeeded in any business. Promoted to become the Head Buyer at Standard's enormous Banner Lane aero-engine factory in 1940, he then became Sir John Black's personal assistant in 1945, jumping onto the "fast track" two years later when Sir John appointed him to the Board of directors. By becoming Sir John's deputy in 1951, Dick was ideally placed when the management upheaval followed three years later. Once installed, the company's style changed completely. Sir John never gave a reason for his decisions, whereas Dick argued everything out first. Where Black was the demagogue, Dick was always the democrat.

It was Alick Dick who steered the marque to dominance. Black's reasons for 'inventing' the TR2 were to hit back at Morgan (he had tried to take over that company, and been rebuffed) and at MG (he was jealous of its success in the USA). But Dick's task wasn't easy, for in 1954 the Triumph marque still had an image problem. All the late-1940s 'Standard' Triumphs had been based on Standard chassis – and nothing could have been more mundane than that.

Before the TR2 there had been the Roadster (lumpy, backward looking, and probably the last car in the world to have a rumble seat as standard), while the visually similar Renown and Mayflower saloons were sharp-edged, both being Olde-Worlde in style. Then came the TR2, which had about as much sporting pedigree as the original

Corvette. Yet it was fast, economical and always remarkably cheap. It looked good, it always outsold the Austin-Healey 100, and was a better all-round bargain than the MG TF or the MGA.

MI Tests The Triumph TR-2

"A hairy-chested, flame-spitting wildcat" is how Tom describes this 104-mph import.

By Tom McCall



Fender lines, upholstered seating and the rear bumper segments remind you of the TR 150 before. Wheelbase of Triumph is 88 inches to Jag's 102.

To remind you, when the very first TR2s arrived in the USA, they were priced at \$2,499, which compared with \$3,513 for an early Corvette (before the options were fitted). All this with a 105 mph top speed and 26 mpg fuel mileage.

As soon as Dick moved into John Black's ornate office at Canley, Standard's modernisation began. Concluding that the company was really too small to face the future on its own, he was always ready to discuss mergers, but only on his terms. Later he would talk with several other car makers – Rover, then Chrysler, then the Rootes Group, then Rover again – and he would also fight off an unwanted approach from Massey-Harris-Ferguson.

Along the way, he listened closely to what his aides recommended and, most importantly, when Harry Webster recommended that a little-known



Italian stylist, Giovanni Michelotti, be hired, he also approved of that. The significance was immense.

Alick Dick, incidentally, loved motorsport as a marketing tool. The TR2's career was launched with high-speed runs on a Belgian highway in 1953, the works rally team was founded a year later, and Triumph sent a team of cars, named TRS, to the Le Mans 24 Hour Race in 1955.

Dick also commissioned a new twin-cam race engine from his engineers, and sent a team of glass-fibre bodied prototypes to Le Mans on three occasions. It was a costly program which eventually paid off, for the TRS won the much-coveted Team Prize in 1961.

By the end of the 1950s Britain's motor industry had expanded so fast – for sales to countries like the USA had pushed ahead quite remarkably – which is why Dick became convinced that Standard-Triumph could survive on its own. Even so, with the new Herald range on the horizon, Standard needed more cash, more facilities, more space and more security. One reason was that Dick had recently approached Len Lord of BMC to renew a body supply contract from Fisher & Ludlow (which was, by then, a BMC subsidiary) and been rudely rebuffed.

At this time Standard was still heavily dependent on suppliers for body shells, so Dick had to evolve an ambitious new strategy. This was to buy up his

suppliers and merge them into the basic business. Between 1956 and 1959 there was a rush of acquisitions: Beans Industries of Tipton (castings), a factory at Radford, Coventry (transmissions), Mulliners and Hall Engineering (both body suppliers), the old Fisher & Ludlow factory at Tile Hill (which had made Standard Eight and Ten monocoques), and Alforder Newton of Hemel Hempstead (suspension and steering assemblies).

By this time Dick must have felt that nothing could go wrong with his empire. More than 20,000 TR3s were being sold in the USA every year, and several more complete knock down assembly plants were opening up all around the world. Only 48,835 cars had been built in 1957, but this figure would be doubled within three years.

Then came two major miscalculations. One was to develop a new-generation medium-sized car coded the "Zebu," ultimately to be cancelled before launch. The other being to build a colossal new assembly hall in Coventry. Due for completion in 1960, this building could process 3,000 cars every week, and would cost £2.5 million (\$7 million). Even so, it was anticipated to be in full swing from day one, for his planners were overconfidently looking ahead to building more than 220,000 cars by the early 1960s.

Until mid-1960, therefore, Alick Dick was at the peak of his reputation, with

Triumph's marketing image blossoming all around the world, with the Herald taking off to a friendly reception, and with the financial sector pleased with what they saw. With new derivatives of the Herald on the way – including the Spitfire sports car, and the six-cylinder Vitesse – along with a new TR sports car (the TR4, with Michelotti body style), the future looked to be very bright.

Yet that was the point at which the British government suddenly applied a credit squeeze, pushing up borrowing costs, depressing demand for everything from cars to TV sets, and sent Standard's finances reeling. Almost at a stroke the bottom line turned red: the company which had made pre-profits of £2.2 million (\$6.2 million) in 1959, and £1.8 million (\$5.1 million) in 1960, suddenly started losing £600,000 (\$1.7 million) every month.

Even with Herald production trimmed to three days a week, the losses continued, and bankers started pressing for new funds. Dick was in despair and could see his beloved company rapidly going to the wall. Then, suddenly, the mighty Leyland Motors, a dour but impressively profitable truck manufacturer, made a takeover bid, and Standard was saved.

Alick Dick, on the other hand, was not. Except for Leyland's Donald Stokes, there didn't seem to be an ounce of flair in the Leyland management, who promised to run a slimmed-down

business like a Presbyterian ministry. Although he did a good selling on behalf of his shareholders, and stayed on as CEO for a time after the takeover, it was clear that Dick and Leyland were not going to get on.

Dick, Leyland decided, was too informal, and not at all organised. Worse – and this was the ultimate sin – was that he did not seem to have full control over the finances. Three months after the takeover Dick and six of his Board colleagues were fired, 800 other staff were axed, and production was cut once again. Healthy profits would not follow until 1962.

Dick, to his credit, had seen this coming, and within hours of that fateful day had already left the company. He never complained, sued or talked about his dismissal, which was by no means justified. Nor did he ever set up in opposition – though in later years he established a much-respected buying consultancy, to bring together British components manufacturers and overseas car makers.

Nowadays there is no trace of Alick Dick's period at Standard-Triumph, for the entire Coventry complex was bulldozed in 1996 and 1997, to make way for a soulless 'Business Park'. Was Standard (and Triumph) as noteworthy a company after he had gone, as when he was there?

I doubt it.

MM





Guilty pleasures: Triumph 1300

*By Martin Buckley, Photo by Tony Baker
Classic Sports Car, 30 March 2023*

Apart from a brief acquaintance with a TR6 project car a few years ago, I don't think I have ever owned a Triumph.

Stags and 2.5 Pis appeal, and I'm intrigued by the Vitesse as an early attempt at a compact sports saloon almost in the BMW idiom.

I've never even driven a Herald, but my gran had one during a fast turnover of '70s bangers, and I wouldn't ever want a TR, but they are wholesome fun and I can see why people love them.

I genuinely hanker after a drive in a Dolomite Sprint, which I suspect was as good as anything in its class.

A friend in America is quite emphatic: he prefers his Dolly Sprint to his 2002tii, and I have a clear memory of being given a ride in an early BMW 3 Series that its owner had fitted with a Sprint engine, which must say something for it.

Watching Gerry Marshall hoofing his Triplex-sponsored Group 1 Sprint around in '70s racing footage is to witness car control as a true art.

That car – or rather the 16-valve engine that powered it – was probably, to my mind, 'peak' Triumph. I can't think of anything else that appeared subsequently that I would cross the road to look at.

I would, however, cross the road to look at a Triumph 1300 of the 1965-70 generation.

These neat-looking little front-drive saloons introduced this compact four-door shape to the world and Triumph/Leyland certainly got good value from it.

It was subsequently reinvented in the '70s as the 1500, Toledo, 1500TC and the Dolomite 1300/1500/1850/Sprint, before being given the chop, aged 15, in 1980.

It has the dubious distinction of being one of the very few bodies to be launched with front-wheel drive



(north-south orientated and sat on top of its gearbox), then swapped to rear-wheel drive.

Why, I am not sure, but cost-cutting and giving the cars a more useful place in the BL range is a fair guess. This process of rationalisation began with the two-door Toledo in 1970 and was completed in 1973 when the rear-drive 1500TC replaced the front-drive 1500.

As Standard-Triumph, the firm had built rugged, worthy cars in the 1950s but, alongside the excellent Michelotti-styled 2000, the 1300 of 1965 (also Michelotti penned) was an indication that Canley was upping its game.

Here was a small luxury car, a baby 2000, with a much more sophisticated image than the Herald it was originally intended to replace.

The Vanden Plas Princess 1100 had its leather and wood, but attempts to make the 1300 truly comfortable ran much deeper, to features like a fully adjustable steering column, height-adjustable front seats, an ergonomically considered dashboard (complete with Triumph's 'all systems go' multi-function warning indicator) and full-flow ventilation.

Combined with child-proof locks and wacky foldaway window winders (not much liked), I suspect the 1300 had the most complete specification of any small production car in the world, and that's before you get into things like front disc brakes, rack-and-pinion steering, independent rear suspension and the biggest fuel tank in its class at nearly 12 gallons.

Apart from using the Herald engine nothing was carried over, and Triumph was keen to point out that its new baby partly maintained the Herald tradition of a nifty turning circle, but did not inherit the BMC front-drive vice of shared engine and gearbox oil, or a vague gearchange linkage.

The 1300 handled neatly, but perhaps rode less well than its semi-trailing-arm rear suspension suggested.

It was not very fast on 61 bhp, although the 90 mph 1300TC (twin carbs, 75 bhp) answered this criticism to some extent.

The original 1300/1300TC sold to the tune 150,000 cars through to 1970, when the quad-headlight 1500 took over with its longer nose and tail, but it was still front driven.

For about £1000 the Triumph 1300 was a nicely finished family car that was seen as being a cut above the Cortina/BMC 1300/Hillman Hunter 'tin-box' brigade.

It also had something of a 'blue-rinse' image in its day: the sort of car people bought in their retirement when downsizing to a bungalow and chopping in the Rover or the Jag for something smaller, but still with some prestige.

When I was a kid, I remember seeing them being driven by 'respectable' older ladies: a 1300 was very much a second car for the well-heeled two-car family, rather than a repmobile.

Today perhaps this classic Triumph flies under the radar a bit, but I think it deserves its time to shine.





1967 Triumph TR-250K: It could have been the Salvation of an Empire

By Mike Covello, Autoweek, 9 February 2003

Peter Brock, veteran American racer, designer, writer and photographer, is too much the gentleman to trash a former employer.

Still, we wonder if Triumph might yet be with us today had Brock's TR-250K unclenched the stranglehold the Italian firm Michelotti had on the styling of production Triumphs. Imitation may be the sincerest form of flattery, but the company's interest might have been better served if Brock's creation went into production instead of the TR7.

While many remember Brock as the West Coast Datsun 510 racer, others recall him for his stunning automotive designs. The most famous is the 1965 FIA World Manufacturers' champion

for GT cars, the Shelby Cobra Daytona Coupe. In 1967 Brock was looking for a chance to design a coupe that would surpass the Daytona in sophistication, and hoped it would be produced in the tens of thousands and not as just six examples.

Today, Brock remembers the goals set for building the car began with wanting to prove to the English that he and TR-250K co-creator R.S. "Kas" Kastner could design a good-looking, saleable car on the existing Triumph frame and running gear. They also wanted to build a show car to convince the American dealers that such a car was possible (so they could lobby for the design with the Brits).

The ultimate goal was to make it a competitive racer in SCCA C production, and finish it in time for Sebring. "We knew the world's motorsports press would see the car and put further



pressure on British Leyland to produce it,” Brock said.

Brock and Kastner travelled from concept to finished design in just six to eight weeks. Getting the nod from Triumph HQ was slower, and the boys had only 90 days to build the car for the 12 Hours of Sebring in 1968.

Starting with the production Triumph TR-250 components, Brock says, they made a “direct descendant of the subframe I’d used on the Daytona Cobra” to mount the 165-hp 2.5-litre six nine and a half inches rearward. Because of the short time, the heat at Sebring, and the complexity of a coupe design, they built a roadster for the race.

The design incorporated 1968’s knowledge of aerodynamics. The rear-set engine allowed for a low hood, which reduced frontal area. The sweptback windshield would still look fantastic on a modern sports car. The high deck line would provide plenty of space for luggage in the production model and a smoother flow of air. The most intriguing detail, according to Brock: “The moveable rear spoiler was an attempt to compensate for the lift I knew the body would generate, as the loss of the coupe’s upper [body] would increase the aero drag. By making it moveable we could tune the car’s downforce for any circuit.”

Climbing into the car today is easy, thanks to the long doors. Your view is dominated by the huge tach showing

through the 15-inch steering wheel. The car starts with a loud bark, reminding you this is a race car with not a speck of fat, or sound insulation. The shift lever is perfectly positioned, and the throttle, clutch pedal and steering are all very light, as befits a 2100-pound car. Thanks to the independent rear suspension, traction out of the corners is excellent and the brakes are first-rate. Keep the spoiler fully open, as the rear body can act like a sail and provide some interesting rear-wheel-steer moments at higher speeds.

The wheels came off a Chaparral and had to be machined to fit the Triumph hubs. This turned out to be the car’s downfall, as Bob Tullius and Jim Dittmore found out on the 49th lap at Sebring when the broken wheel caused a complete suspension failure in the right rear. A lack of spares meant it was finished. The April 1968 cover of *Car and Driver* trumpeted the TR-250K as the “American Revolution in Sportscars.” Inside, Leon Mandel called it “the salvation of an empire.”

The last Triumph rolled off the assembly line in 1981. This TR-250K exists as a shining example of what could have been.



1957 – A Visit to the Triumph Works

Taken from an article entitled 'Sports Cars of the 'Big Five', Motor Sport, First published May 1957



Nancy Mitchell at the Standard works with the Triumph TR3 hard-top she is to drive in the Mille Miglia race on May 11/12.

... The next day we headed for Coventry and drove along the Ring Road to the factory of the Standard Motor Company Ltd., where Triumph TR3s are assembled.

Here we were royally entertained by Mr. J. Penrice, the Publicity Manager, and Jack Croft, the Press Officer. However, duty before pleasure and prior to a memorable lunch we were shown the TR3 assembly line by a young apprentice. A single conveyor line, moving at perhaps an inch every second, is in operation for the production of Triumph TR3 sports models, that brilliantly conceived car

evolved after the war from Standard Eight and Vanguard and Triumph Mayflower components, and today, with 2-litre twin carburetter engine and disc front brakes, one of the finest value-for-money sports cars it is possible to obtain.

The TR3 bodies arrive from Mulliners with their base frame welded-in and complete with seats, screen and upholstery. They are lowered on to the assembly line for the addition of trim, lamps, hood and tonneau cover, sidescreens, etc., after which the grille and nosepiece complete with headlamps is added. Lister trucks motor about bringing supplies to the line, on which an occasional Standard pick-up truck mingles with the sports cars. Standard now make the hoods, sidescreens and tonneau cover themselves, beside the assembly line, employing the inevitable Singer sewing machines.

The TR3 has a separate chassis, which is assembled on a line at right-angles to the body finishing line. As a completed body arrives at the end of its line the entire line is automatically stopped; when a chassis is ready the body is lifted by overhead crane and planted on a wheeled trolley, after which the body line re-commences its slow movement. The body is then wheeled to meet its chassis and the cars now move slowly at knee-height on a chain-conveyor, and engine, suspension units, axles, wheels, etc., brought to the right place by overhead conveyors, are fitted by hand. Axles arrive from Banner Lane, and the Girling disc brakes come as units



complete with hubs of both bolt-on and centre-lock type.

After the engine and axles have been fitted each chassis is spraypainted. Engines are brought from the engine assembly-shop on 5-cwt. overhead hoists, rather as money used to be shot in banging boxes about old-fashioned draper's shops.

As the completed cars near the end of the line the wheel nuts are tightened with pneumatic braces, oil and petrol are added through the appropriate orifices and each Triumph TR3 goes for a road-test of some 20 miles before coming into the checking shop, where any blemishes in finish and mechanical defects, are eradicated.

All component parts are fed to the assembly conveyors from one store-room and as they meet the production line they are fitted by mechanics using automatic screwdrivers and braces, the four backaxle mounting nuts, for example, being tightened with one such tool in a single application.

Engines for Vanguard and TR3 are line-assembled, those intended for the sports car having a large "TR3" marked on the crankcase, so that the correct twin-S.U. manifold shall be fitted when that stage is reached. Gearboxes are fitted to the TR3 engines on the assembly line but not to the Vanguard engines, as in this case the gearbox is run-in before being matched to the engine. This is unnecessary in the case of the TR3 because each power unit is bench-run, whereas Vanguard engines are mounted, up to ten at a time, on a circular bench and motored electrically

for 20 minutes. Each TR3 engine is run on a Heeuan & Froude brake of which 28 are available, for about three-quarters of an hour at progressively increasing speed, and any engine that does not develop 74 b.h.p. or reach 3,500 r.p.m. in this comparatively stiff condition is rejected.

The Standard factory is working a 5-day week, with a night-shift for tractor assembly. Their average daily output is 190 Eights and Tens, 40 Vanguards and Vanguard Sportsmen, 45 TR3s and 290 Ferguson tractors, adding up to a total weekly output of 2,825 vehicles, or a daily automobile output of 275. It is interesting that Triumph TR3 sports cars are now produced in greater numbers than the Vanguard III saloons; however, large stocks of the latter were standing, a dingy sight where soot had collected on the weather-preservative, in fields outside the factory buildings. So popular is the TR3, particularly in America, that 90 per cent of the output is exported and there is now a three-month delivery delay in this country.

Successful participation in competition events has helped to bring about this popularity and it was nice to encounter in the factory posters proclaiming the first and second placings in their class of TR3s in the very-recent Sebring race. The Triumph TR Owners' Club, originated by Mr. Penrice, is an excellent means of concentrating enthusiasm as well as spreading "know-how" about these cars and Jack Croft, who drove us to lunch in a Vanguard Sportsman, was leaving for Brussels at the end of the week to lead the second Triumph O.C. Continental tour.



Before lunching in Standard's own beautiful dining room we called in on Ken Richardson and looked over the Competition Department which occupies the old Service Department. Richardson has three skilled mechanics to work on rally cars and has on his books eight TR3s and four Standard Tens. The three TR3s for the Tulip Rally were there, in a very tasteful shade of green, and some Tens were awaiting their next assignment. We were told that of the Sebring Triumphs, one had previously done the Swedish and Alpinew rallies. Yet, apart from Standard Tens facing the R.A.C. Rally of the Tests, Richardson prefers to enter virtually catalogue motor cars.

At lunch we met Nancy Mitchell, who was at Coventry to make arrangements about the Mille Miglia, in which fantastic race she will drive a TR3 hard-top, after flying back from the Tulip Rally (in which she shares an M.G. with Patsy Burt) with only a day to spare – some assignment, especially as she intends to drive the entire race herself! She was duly photographed with the actual Alpine Rally car she will use in the Mille Miglia and which is unlikely, we gather, to depart very far from normal specification, although racing Ferodo pads will naturally be used for the disc brakes and a 25-gallon fuel tank with quick-action filler, a 4.1-to-1 back-axle ratio and Le Mans reflectors in the headlamps will be fitted.

Before we left the home of the TR3 we were able to enjoy a brief drive in one of these accelerative 100-b.h.p. motor cars. This one went readily to a speedometer 160 k.p.h. and we experienced the

pleasure of using the rigid remote gear-lever and 'fly-off' handbrake and found the fade-free and powerful disc front brakes a very worthwhile feature of the car.

The overdrive is impressive, too, functioning as it does on the three upper gear ratios, giving seven forward speeds. The Triumph engineers are to be congratulated on pioneering the use of disc brakes on a low-priced sports car and, while their competitors are undoubtedly considering following suit, by the time such brakes become commonplace on the front wheels of other fast cars it is possible they will be found on *all* four wheels of the Triumph.

As with B.M.C., Standard/Triumph use dispersed factories, components travelling by road to each assembly plant. Castings are obtained away from the Coventry factory.

In a short survey of this sort it would be invidious to compare British with foreign plants, but in natural lighting of the shops and good working conditions there seems little to choose between ourselves and Continentals. If dispersed factories are, naturally, smaller than self-contained plants such as those at Wolfsburg and Flins, the newest assembly hall at Longbridge, for instance, is their equal in spaciousness and cleanliness. It was, however, rather a shock to find i.c.-engined Aerolift trucks about the Austin-Healey factory, their exhaust pipes led vertically upwards above the driver, but decanting smoke nevertheless.



Are you getting 'Trumpet1' emails?

By Alan Andrews, TCCV Webmaster and
member #572

During November I sent out at least
THREE trumpet1 emails. Members
whose email addresses are on the
distribution list stored at the email
server should receive them.

If you did NOT receive any, but wish to,
send me an email advising of same.

Letting me know will guarantee the list
is correct and no-one misses out.

webmaster@tccv.net

NOTE



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Webmaster Hint #3

By Alan Andrews, TCCV Webmaster
webmaster@tccv.net
0418 947 673

This is the third of a series of hints I will publish from time to time.

Sometimes we register to attend an event and life gets in the way, forcing a cancellation.

This Webmaster Hint explains an easy way to accomplish that.

Deleting an Event Attendance Registration

If the registration is for ONE person – either a TCCV Member or Guest:

1. In “Events” navigate to the event you wish to cancel your registration.
2. Click on “Delete my Entry”.
3. Enter the **Given name** and **Surname** used when registering. If unsure, click “Surname Order List” to check.
4. Click “Submit”.
5. Read the dialogue box to check the correct name has been deleted.
6. Click “Go Back”.
7. Check your entry has been successfully deleted by clicking “Surname Order List”.

If you registered as a COUPLE:

1. Perform points 1 and 2 as above.
2. Enter the first name of **EITHER** person in **Given name**. If unsure, click “Surname Order List” to check.
3. Enter the corresponding surname in “Surname”.

4. Perform points 4, 5, 6 and 7 as above.

Example for a couple registration:

- Let the registration record be for a couple with different surnames: e.g. John Jones and May Hearn
- The Surname Order List record will show:

Given name: John & May, and

Surname: Jones & Hearn

- To DELETE the entry for a particular event:
 - o Enter **EITHER** John **OR** May as Given name.
 - o Enter **EITHER** Jones **OR** Hearn, as appropriate, as Surname
 - o Click Submit and check the **Surname Order List**.

Note: The **Event Name** and **Event Date** are carried over automatically by the programming.





In a country with so much sunshine, it seems a shame to waste it.

Stag V8 lets you enjoy what you might call a seasonal approach to high performance motoring.

Along with the soft top, you also get a detachable hardtop.

All designed to let you motor around in comfort, come rain, hail or shine.

The soft top goes up in about the same time as you can unfurl an umbrella. The hardtop comes off in not much longer. And the electric windows let you seal out wind and water.

Inside, you sit in reclining front bucket seats that adjust for height, as well as fore-and-aft.

There's a touch of tradition in Stag's real walnut dash. But engineering logic dictated the placement of the array of instruments (including tacho and clock) set into it.

The same logic dictated a padded, alloy-spoke steering wheel you can adjust for height and reach. The two column-mounted finger-tip control stalks. And the heated rear window on the hardtop. (We're not about to let a little misting spoil Stag's superb all-round vision.)

It's also comforting to know you motor in

safety. Stag's unique padded roll bar is an integral part of the body design and immensely strong. So even with the top down, you're protected up top.

Stag also offers the safety of outstanding performance. The compact, 3 litre OHC V8 is small

enough to be economical, powerful enough to get you to 160 km/h (100 mph) in less than 30 seconds.

And the big front disc brakes have power enough to easily scythe off the speed, should you need to.

Stag V8 has it all. The luxury of a limousine. The performance of a sports car. To say nothing of the sun, the moon, and the open air.

All it needs is for you to take advantage of it.

*Performance figures taken from road tests conducted by Autocar Magazine.



Triumph Stag V8.

For the name of your nearest Triumph dealer, contact Sydney: Mr. G. Kendall, Triumph Cars, 62 Parramatta Rd., Lidcombe, 2141. Phone (02) 648 5411. Melbourne: Mr. M. Ambrosius, Triumph Cars, 2161 Princes Highway, Clayton North, 3168. Phone (03) 547 6011. Adelaide: Mr. P. Jones, Triumph Cars, 461 Grand Junction Rd., Wingfield, 5013. Phone (08) 268 3333. Brisbane: Mr. J. Morgan, Triumph Cars, 1709 Ipswich Rd., Rocklea, 4108. Phone (07) 277 4111. Perth: Mr. Pritchard, Triumph Cars, (L.D.3361) 535 Great Eastern Highway, Redcliffe, 6104. Phone (09) 277 1611.

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UK Tour 2024

Following the success of the inaugural tour in 2023, the organisers have decided to offer the tour again in 2024. This is a small group tour for 15, with a focus on historic aircraft and cars, culminating in two days at the famous Goodwood Revival historic racing event.

It's not just a 'blokey' tour; the last tour had 5 ladies in the team, and they thoroughly enjoyed it. There is so much to do and see – and join in the party atmosphere at the Goodwood Revival, which offers so much more than just pre-1967 cars battling it out on the track. If you are very keen, the tour organiser can put you in touch with the guys at Biggin Hill who will take you up in a Spitfire; this is an extra cost but may be on your bucket list.

Dates: 25 August to 9 September 2024 (16 days)

Indicative price: AU\$7,800 per person

Included:

- Ticketing to all venues and events
- Accommodation
- Most meals (most but not all)
- Travel/driver
- Guides
- Historic aircraft flight over Cambridge, taking off at Duxford
- Tips and gratuities

Airfares to and from the UK and travel insurance are not included.

The tour starts and finishes in London and includes the following venues and events:

Churchills War Rooms – London	A day at Winchester (the cathedral, shopping, etc)
Imperial War Museum – London	Morgan car factory tour
American War Cemetery - Cambridge	Gaydon British Motor Museum
Imperial War Museum – Duxford	Bletchley Park
Flight over Cambridge (1945 Dragon Rapide)	Shuttleworth Collection
Walking tour through Cambridge	Haynes Motor Museum
RAF Coningsby, home of the Battle of Britain memorial flight	Bovington Tank Museum
East Kirby Aviation Heritage Centre	Royal Navy Submarine Museum, Gosport
International Bomber Command Heritage centre	National Motor Museum, Beaulieu
Lincoln Cathedral	D Day Museum, Southsea
Rimmer Brothers	Portsmouth Maritime Museum
RAF Cosford	Goodwood Revival (Saturday and Sunday)
Dinner in the 617 'dam buster' squadron bar at Petwood Hotel and Spa	Tangmere ex-RAF museum
	Biggin Hill (heritage hanger)

Due to the Goodwood Revival ticketing selling out so quickly, we need to confirm participants before the end of 2023 – which also gives you the necessary lead time to arrange airfares and coordinate with other destinations and activities you might like to do before/after this tour.

Contact Tony Zuiderwyk for more details. tonyzuider@gmail.com or 0411 144 447

I can provide photos, reference testimonials and put you in contact with the UK tour organisers. Note: my wife and I enjoyed this tour so much, I offered to promote a 2024 tour – we have no connection with the UK tour company other than being happy customers.

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POINT NEPEAN ROTARY CAR SHOW: 5 November 2023

By Graeme Oxley, TCCV member #471

The weather forecast was for nice sunny day, no rain or wind. A perfect day for a car display.

I was up early as it was a two-hour drive to the car park near the Portsea Pub. Unfortunately, I had not fixed the Stag so went in my 2018 MG6.

The Rotary Club of Sorrento staged the Point Nepean Heritage Motor Show on Sunday 5 November as a community activity for all to enjoy. The location of the event at the historic Point Nepean Quarantine Station provides a unique and great environment for staging this heritage-themed event.

On the day, the organisers expected

more than 400 cars to be exhibited and approximately 2,000 people to attend from both the local community and from afar. The event was open to the public from 10.00am to 2.00pm.

Club Member and Rotary organiser Peter Clifton (Stag) saved an area for the TCCV. He did well. Next year we will have to get there earlier than our planned 9.15am. This year's event was larger than last year's very first show. There were more food options, and the local Men's Shed Band entertained the crowd.

The variety of display vehicles was excellent. The bonus with this location is that it is on grass and no dust. Around 14 cars from the TCCV were on display. New members Neil and Faye Bransgrove drove their red TR3A. They live in Rye and have owned this car for 50 years.

This year was the second Rotary Car Show. Some of us went to the first car show last year. I would like to see more TCCV Members next year attending this event as it is a top day out. It was a terrific day and I will look forward to next year's event.







31st Rob Roy Hill Climb Report: 19 November 2023

*By David Ferguson, TCCV Secretary
and member #773*

The TCCV, TSOA and TR Register were invited by the MG Car Club to contribute cars to build a timeline, celebrating 100 years of Triumph. The MG Car Club did likewise and, between the clubs, put on an amazing display showcasing the development of the marques through all the years.



Triumph displayed 29 cars from a 1939 Dolomite and 1947 1800 Roadster through to a 1981 TR8. MG displayed approximately 50 unique models from a 1929 M type through to a 2023 MG4 EV. Not being an EV fan, it's hard to reconcile having "golf carts" lined up with great classics that just sound right, smell right and go right! Sorry if I have offended you, but call me old fashioned!



1947 1800 Roadster / Graeme Johnstone



1967 TR4a / Tony Quinn



1967 Herald / Paul Van Eeden



1972 GT6 / Barry Valentine



1939 Dolomite / John Lakeland

In addition to our display cars, we had quite a roll up of Triumph classics to join the car display in the car park. In fact, the car park had an amazing variety of classics from old Alfas and a Renault Alpine, to Rolls Royces and AC Bristols. It was well worth spending time just strolling through to check them out.

About 80 cars entered the hill climb, including a Triumph TR8 and plenty of MGs. The track itself is quite short and steep, with most cars completing in under 30 seconds. It was so much fun watching these cars screaming all the way up the hill and entertaining the crowd. Some great classic cars were involved including MGs, a Bugatti, Elfins, TVRs, Mini Coopers (old and new), a March, a Caterham, an Ausca, an E-Type and then some more moderns such as a Subaru WRX. It was interesting to note the mix of drivers from “typical” old blokes in old cars to young women and men and even a couple of “older” women. It was certainly an event for all ages.

The MG Car Club produced a special 100th year cake to mark the occasion as well.

Thank you to all of our members who provided their cars for the timeline display and for those that came along to spectate. Your efforts certainly were appreciated by everyone on the day, so much so that we have been invited back to the MG Car Club's March 2024 event!!! That's their “Revival” event where everyone gets to play “dress ups” for the occasion. We will let you know in due course if we take up their offer.



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"For people who think that only Mercedes know how to make a safe car, consider what the Triumph



has. It is a safe car in the most meaningful sense of the word." (Melbourne Herald)

Whatever we may say or whatever motoring writers may say about us, the ultimate judge must be you. Drive a Triumph today, we know you're in for a rewarding experience.



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MEMBERS' INFORMATION

By Roger McCowan, Membership Secretary,
TCCV member #8, membership@tccv.net

To our newest member – 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's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

As at 23 November, our total membership stands at 262. Not quite the end of the month, but our Editor needed articles early to meet the pre-Christmas deadlines of the printer.

One new member joined during November:

Jason Kilgour TR6

My thanks to those members who have used the online update form to provide me with correct information concerning their membership and their cars. If you haven't already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form (<https://www.tccv.net/members-only/forms/update/htmlform/update1-frames.php>) if any changes are needed.

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

Wearing name badges at meetings and events assists members getting to know each other as well as identifies TCCV members at public events and is encouraged. Recently, quite a few members have ordered name badges for their spouses/partners. If you haven't already done so, perhaps you might like to do this. Please advise me if you require additional/replacement badges (\$10 each).

TCCV Membership

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

\$20.00 one-off joining fee applies from 1 July to 31 December only.

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



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CAR ADVISORS

A number of TCCV members are subject matter experts for particular Triumph car models and are happy to assist other members as 'car advisors'. If you need any help or advice about your particular model, for contact details of the relevant car advisors.



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