

The TRIUMPH

August 2024

TRUMPET

The Triumph Car Club of Victoria Magazine



TRIUMPH 1800 & 2000 ROADSTER



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

Articles in the Triumph *Trumpet* may be quoted without permission; however, due acknowledgment must be made. This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles can be sent to the Editor at any time.

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Past copies of *The Trumpet* are available in the Members' section of the TCCV website at www.tccv.net. The Webmaster can provide the necessary password to access this reserved area.

Design and production of the *Trumpet*:
Fran Madigan, editor@tccv.net

THE COVER STORY



The Triumph Roadster was produced by Britain's Standard Motor Company from 1946 until 1949. It was first available as the Triumph 1800 Roadster (18TR) from 1946 to 1948 and then as the Triumph 2000 Roadster (TRA) from 1948 to 1949.

Triumph 1800 Roadster (18TR)

The 1800 Roadster, model number 18TR, was designed in the closing days of World War II. Triumph had been bought by the Standard Motor Company in 1944, and the managing director of Standard, Sir John Black, wanted a sports car to take on Jaguar, which had used Standard engines in the pre-war period. Frank Callaby was selected to style the new car. After getting Black's approval for the general shape, Callaby worked with Arthur Ballard to design the details of the body. Design of the rolling chassis was by Ray Turner. Walter Belgrove, who had styled the pre-war Triumphs and was employed as Chief Body Engineer, had no part in the design.

Early post-war steel shortages meant that most of the body was built from aluminium over an ash frame, using

rubber press tools that had been used making panels for the largely wooden bodied Mosquito bomber that had been built by Standard during the war. Only the front wings were made of steel. The frame was hand-welded up from steel tube. The engine was a version of Standard's 1.5-litre, four-cylinder side-valve design that had been converted to overhead valves by Harry Weslake and built by Standard exclusively for SS-Jaguar before World War II. The Triumph version featured a downdraught Solex carburettor instead of the Jaguar's side-draught SU, and a 6.7:1 compression ratio instead of 7.6:1. A four-speed gearbox with synchromesh on the top three ratios was used.

The tubular steel chassis was a short-wheelbase version of the 1800 saloon, featuring transverse leaf sprung independent suspension at the front and a live axle with semi-elliptic springs at the rear. The rear track was wider than the front by 4 inches. Brakes were hydraulic.

Continued on page 6

CLUB PERMIT
EDITOR
VICTORIA

The last month of winter, thank goodness!! No doubt all your vehicles are getting ready for the sunny days that – hopefully – spring will bring.

This month's Cover Story is about the 1800 and 2000 Roadster produced between 1946 and 1949. Not major successes by all accounts, but they were certainly photogenic.

We also found some information about the TRX 'Silver Bullet' – only three of this striking model were constructed, but it would look great on the road today! And who doesn't love a cutaway diagram (see page 22).

Many thanks to David Ferguson for the update on his TR3A restoration. Following the construction of his workshop crane (*Trumpet*, April 2024), he has been busy replacing the car's chassis. This is going to be a thing of beauty when it's complete.

There was a less than flattering piece about the Stag which was featured on drive.com.au on 1 August. The original story was published in 1998 with the ominous title *Triumph Stag, the car so bad it 'stag-matised' its owners*, and stating that 'The Triumph Stag was a series of compromises that resembled a car. It didn't go well.' Discuss!

With the AGM happening this month, I would like to thank all those TCCV volunteers and members who have taken the time to contribute to the *Trumpet* with articles of interest over the past year. As you will have no doubt

noticed, just a few people provide the majority of stories and events coverage, and their efforts are greatly appreciated.

This *Trumpet* magazine will be the last monthly edition – from now on it will be a bi-monthly publication, with the next issue produced in October. This change will hopefully make it a little easier for future editors to come up with enough interesting and engaging ideas for stories. I expect forthcoming magazines will have a few additional pages as a result, so please send in any articles – or suggestions for things we should cover – to editor@tccv.net

Thanks to Alan Andrews for this amusing headline. I think I would rather see Vice President Kamala Harris in a Triumph!

Until October stay warm, travel safely.



**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.](#)

AUG. 18 / All Triumph Challenge

Winter at Winton also incorporating the TSOA Challenge. First 20 Triumph entries will be in the Triumph Challenge group. Register on the Marque Sports Car Association of Victoria website (www.msca.net.au). Venue: Winton Motor Raceway, 41 Fox Street, Winton, VIC 3673.

AUG. 21 / TCCV – Annual General Meeting

AUG. 31 / TCCV: UK Tour 2024

The tour is definitely on. Check the website for a comprehensive itinerary.

Booking cut off date: 31 August 2024 at 8pm.

SEP. 8 / Coffee & Cars

Dust off your classic and head up the hills to Gembrook. Local coffee, cafes, bakery & the motoring museum 'The Motorist'.

Venue: 77 Main Street, Gembrook. 7

7-11am. Every 2nd Sunday every month.

SEP. 18 / TCCV – General Meeting

OCT. 6 / 2024 Euro Show and Shine

Assemble at Avenel for an 8am departure.

Details TBA. Booking cut off date: Tuesday 1 October.

OCT. 13 / Coffee & Cars

OCT. 16 / TCCV – General Meeting

OCT. 17-21 / ACT, SOCSA, TCCV: Joint Event

Annual ACTTCC, SA Stag Owners & TCCV event. Destination Jindabyne. TCCV convoy details TBA.

NOV. 3 / 2024 Point Nepean Heritage Motor Show

Presented by the Rotary Club of Sorrento at the Point Nepean Quarantine Station. See flyer on the TCCV website.

NOV. 10 / Coffee & Cars

NOV. 20 / TCCV – General Meeting

NOV. 23 / She Won't Be Right Mate

Car show at Yarra Glen Racecourse to raise money and awareness for Eastern Health Maroondah Hospital and their mental health ward. To date \$60,000 has been raised which goes toward patients dealing with depression, suicide, anxiety and addiction, etc. See the website for flyer and event information.

DEC. 8 / TCCV – Christmas Party

Venue TBA.

Events Coordinator: Peter Welten

m 0409 511 002 **email** events@tccv.net

or ann.welten@bigpond.com

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TCCV Presidential Backfire

By Pete Byrnes, TCCV member #830



How time flies. Another year since the last AGM and by the time you are reading this, the 2024 AGM will have been and gone, my term as President will be ended, and a new President will be in place. It's hard to

believe it's two years since I was elected as President, and it's been an honour and a privilege to have represented this great club over that time.

Nominations for Committee and Volunteer positions have been received for the AGM, but there is always room for others to offer to help run the club administrative functions, organise or run events. It's always a good option to have members helping or supporting the Committee which can not only help lighten the load but also familiarise others with the roles and responsibilities of committee and volunteer positions. It's also a good and enjoyable way to get more involved and give a little bit back to the club.

The President's Lunch on 21 July at the Wallace Hotel was very well attended, the food was good, and the bar and wait staff were very much on the ball. There was a good turnout of Triumphs, and it was great to see some of our country members attend – we should probably have more regional lunches and events to include our regional members more often.

Many of our fellow members are off to Europe and the UK in the days before the AGM, most to attend the historic racing and display events at the Goodwood Revival, but there should still be many more at the AGM. The club is thriving, with membership numbers high and growing – around 265 members at present, and the more people

and vehicles that participate in the many events, the better those events as social occasions become.

We have an enormous amount of collective mechanical, electrical and historical knowledge about our Triumphs (and other things), so anyone who has any automotive problems is encouraged to reach out for advice and assistance in trouble shooting. Indeed, many members would be very happy to come over and help to sort out any mechanical issues.

As this will be my last President's report, I'd like to thank Tony, our esteemed Vice President, the Committee, particularly David and Denise, and all the Volunteers, particularly Fran and Jimmy for the editorial work on the *Trumpet*, Faye and John for Triumph Trading, Roger for his stewardship of Membership, Joe for his handling of the Regalia, Peter and Graeme for their efforts in Events, Lindsay and Andrew for their respective custodianship of Tools and Book Libraries, all the Car Captains for their Model advice, our Scrutineers and Club Permit officers, and last but certainly not least, Alan for his seemingly effortless development and management of our TCCV.net website – well he makes it look easy, but isn't that the trademark of a true master of the art?

I sincerely thank all of them (and forgive me if I've missed mentioning anyone) for their unwavering support and dedication to keeping the club relevant and running smoothly, and all those who have supported the club (and me as President) over the past two years, and I look forward to seeing the TCCV go from strength to strength over the next few years.

As always, I hope to see you on the road, and please drive safely.

Au revoir and best regards,

Pete Byrnes



1946 Triumph 1800 Roadster

The body design was anachronistic. A journalist old enough to remember the pre-war Dolomite Roadster that had inspired the car felt that the elegant proportions of the earlier model had been abandoned in favour of a committee-based compromise, “a plump Christmas turkey to set against that dainty peacock ... [more] Toadster [than Roadster]”. The front had large separate headlamps and the radiator was well back from the front between large “coal scuttle” wings. Passenger accommodation was on a bench seat that was claimed to seat three: the car’s 64 inch width helped make a reality of the three-abreast seating, and the approach meant a column gear change was required. The car’s unusual width also made it necessary to fit three screen wipers in a row, an example followed by early shallow windscreen Jaguar E Types. Additional room for two was provided at the rear in a dickey

seat with its own folding windscreen: this was outside the hood that could be erected to cover the front seat. Entry and exit to the dickey seat was never easy and a step was provided on the rear bumper. The Roadster was the last production car with a dickey seat.

On test by *Autocar* magazine in 1947 top speed was found to be 75 mph (121 km/h) and 0–60 mph (0–96 km/h) took 34.4 seconds. The magazine described the maximum speed as “satisfying but not startlingly high”.

Triumph 2000 Roadster (TRA)

The only significant upgrade in the Roadster’s production came in September 1948 for the 1949 models, when the 2088 cc Vanguard engine, transmission, and rear axle were fitted. With the larger engine the four-speed gearbox was replaced with a three-speed unit, even



though it now had synchromesh on bottom gear. Apart from minor modifications to the mounting points, the chassis, suspension and steering were unaltered. This later version of the Roadster was given the model designation 20TR.

On test the changes resulted in the top speed increasing marginally to 77 mph (124 km/h) but the 0-60 mph time was much better at 27.9 seconds.

The car was never made in large numbers and was mainly hand built. There were 2,501 examples of the 1800 and 2,000 of the larger-engined version made. Production ended in October 1949.

Triumph Roadster

This car was announced and a sample displayed at the October 1950 motor shows in Paris and at Earls Court on

stand 145. Its full-width body was built on a Standard Vanguard chassis with an engine given twin down-draught carburettors and a higher output. This envelope-type coachwork incorporated more power-actuated components than any previous British car. Those components included: headlights concealed behind shutters automatically opened when the headlights were switched on; convertible head; windows; seat; and radio aerial.

Some of the electro-hydraulic mechanisms were concealed between the twin skins of the body. *Wikipedia*





© www.hdr.pt PEDRO MOTA

These beautiful photographs of a Triumph 2000 Roadster were taken by Pedro Mota To see more of his work, go to his website at www.hdr.pt



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Triumph 1800 1,8 Roadster





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Triumph 2000 roadster: It was anything but a Triumph

*12 December 2022, by John Matras
History/driving impressions originally published
in AutoWeek, 17 June 1985*

If ever there was an automobile company with a death wish, it was Triumph. Seldom has a manufacturer so eagerly snatched defeat from the jaws of victory, run headlong into blunders, or persevered on an incorrect course and survived to fumble yet again. But this is not our story.

Our story begins in 1944. Sir John Black – who might as well be known as The Black Knight for all his strong-willed and mean-tempered way with employees – bought what was left of the Triumph Motor Co. Ltd., which at the time wasn't much. Before the war the company had gone broke and been purchased by Thomas W. Ward, who subsequently sold off much of the company and saw the rest – all of it – turned into rubble

by the blitzkrieg. Ward had not really been all that interested in making cars, but rather a profit from what he could peddle off. So when Sir John offered somewhere between 10,000 and 20,000 pounds sterling for what remained of Triumph – such that it was – Ward took the money and ran. Black sold the remains of the factory for what he had paid for the company and wound up with, essentially, the rights to the Triumph name.

Which was what Black was after in the first place. He had been the head of Standard Motor Co. since 1934, and despite this supplying motors to SS (later Jaguar), Standard had little of a sporting image. Triumph, on the other hand, did. The Southern Cross, the Gloria and the Dolomite were attractive, and had competition success as well, even if they didn't make money.

With the Triumph works gone, however, any Triumph to emerge would be new, and even before the war was over,

Black's plans were well underway. Though the sale of Triumph wasn't consummated until December 31, 1945, Black had a new chassis and body drawn in 1944.

The chassis was to serve both a sedan and a roadster, in its design was assigned to Standard employee Ray Turner. Standard had prewar Triumph stylist Walter Belgrove on board, but he had assignments elsewhere, so Black turned to one Frank Callaby for the design of the sportster. It was Callaby's pen that sketched the drawings that Black approved, and it must be assumed that the dictatorial Sir John really liked what he saw. In fact, the first roadster produced was to be for his own personal use.

Though Callaby was responsible for the overall shape of the car, the detail work aft of the B-pillar was given to one Arthur Ballard. What they came up with might well be the source of the old saw that says if you give an Englishman a sheet of aluminum he'll do something foolish with it. Their creation was a high-waisted tart with an inflated bustle and puffy, semi-detached front fenders separated by an inset, almost vertical, grille. From the front it looked like a chrome-toothed beaver preparing to blow out birthday candles. From any angle it had more polyunsaturated cute than an Osmond family reunion.

Of course, Callaby and Ballard hadn't been given much to work with. Standard's engineering director, Ted Grinham (might as well spread the blame), instructed that the front track was to be narrower than the rear. There

was no precedent for this, but the theory was that a wide rear track would allow more passenger room, while the narrow front track required less structure between the front wheels and kept the frontal area down.



There's no excuse for that deeply recessed grille, however, which, in truth, was a styling ploy by designers trapped by old habits. The classic, low-slung roadsters of the '20s and '30s all had the radiators behind the front axle line. That was for the room needed for a solid front axle and its attendant pieces. But the new Triumph had independent front suspension, making the set-back radiator at worst an affectation, and at best a slavish following of past practice.



A deliberate repeat of earlier practice was the dickey seat (rumble seat to us), a Triumph tradition. A peculiarity of the new car, however, was the use of the

forward half of the trunk lid as a second windscreen. The other half of the lid was not used as a seatback, as per common American practice, but rather there were two jump seats, each about as comfortable as a dunce stool. The passengers, if they dared, could squeeze their feet into footwells just ahead of the rear axles.

The body was aluminum, not for the sake of saving weight, but because Standard had sheet aluminum in stock and had the experience and tools for working it – thanks to wartime airframe manufacture – and because sheet steel was in short supply and licensed by the government. The chassis was made of tubular steel – again, not for engineering reasons, but because tubular steel was off license.

The engine selected was what was available, a 1776cc OHV Standard four-cylinder producing 65 HP. This was matched to a four-speed with what was sure to be the rave of the future: A column shifter.

This was the Triumph 1800 roadster, released in March 1946 and made until the fall of 1948, during which time 2,500 were made. It probably made money for Sir John and got the company back into peacetime production, but it was virtually hand built and had few parts common with other models, so a replacement was inevitable.

The successor would be built on the slightly lengthened frame of the Vanguard, Standard's imitation Plymouth sedan, and would use the Vanguard's bigger, 2088cc engine. It would mean a gain of only three

horsepower, but it was much torquier if also heavier. The new transmission was reduced to three forward speeds (still column shift), but that was good enough for Black, who thought the fewer gears the better.

But then, after designing what was virtually a brand-new car, Black lifted the body of the 1800 almost intact and dropped it on the new chassis like a guilty verdict on an innocent man. It was putting new wine into an old pig's bladder. That was the Triumph Roadster 2000.

To Black's sure discomfort, at the Earl's Court show in October 1948, the very same event at which the new roadster was released, arch-rival William Lyons loosed the Jaguar XK120 upon an unsuspecting world. Talk about bad timing. Surprisingly, the 2000 sold at a faster rate than the 1800, but not enough for Black to keep the little chipmunk around. The export record – by which steel licenses lived or died – was especially damning: Only 184 left Jolly Ol'. The ax fell before 1949 was out.

One of the 2,000 or so 2000s wound up at Automarque in Alexandria, Virginia, where we recently had the opportunity to sample it. Now, if you think it looks strange in the photos, you should see it in real life. No matter if the funny little top is up or down, no matter if the rumble seat is open or closed, the car just looks odd. Then there's driving it. Both the regular passenger compartment and the rumble seat are high-sided and claustrophobic, and neither is easy to get in. The suicide doors are narrow enough, but entering

the rumble seat requires the best moves of a Mary Lou Retton.

Don't let the fact that the Vanguard engine was eventually used in the TR-3 fool you into thinking you could make a real car out of the 2000 by hot-rodding the motor. It takes a long 28 seconds for the Triumph to tootle its way from zero to 60, and given enough room it will reach 77 mph, but it deserves no more.

Cornering? Well, the lack of lateral support from the Triumph's bench seat (used so Triumph could advertise three-abreast seating) is no liability. The Roadster 2000 discourages such antics by its nautical response to steering inputs. The best way to drive the 2000 is with a knowing look of superiority. The commoners don't seem to point as much.

As you know, Triumph survived the Roadster 2000. Sir John Black lucky enough to stumble upon the TR-2/TR-3 to stay the firm through other debacles. The Roadster 2000 was forgotten with a vengeance. And probably on Sir John's orders.



Triumph 2000 Roadster. Credit: Neil Dowling



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The advertisement features a yellow background with a red border. At the top is a silver exhaust pipe with a flame at the end. Below it, the text 'AUTO EXHAUST SUPPLIES' is written in large, bold, white letters. The owner's name, Jonathan Ignatidis, is listed below. The word 'INCORPORATING' is centered above a logo for 'Automotive Service Centre', which consists of a red oval containing a white car silhouette and the text 'Automotive Service Centre' in red. Two phone numbers, (03) 9499 6475, are placed on either side of the logo. At the bottom, the address '736 Heidelberg Road, Alphington, VIC 3078' and the email 'info@automotiveservicecentre.com.au' are provided.

TR3A Chassis Swap

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

From the outset, let me say this isn't a project for the faint hearted. I am also indebted to several Triumph owners for their assistance along the way. John McCormack from the TRR for his technical guidance, John McCormack from Victorian TRR for supplying a replacement steering box, Stuart West from the TRR for technical assistance, Keith Brown for welding the stiffening gussets in place and Peter Byrnes from the TCCV for his reaming and welding skills plus access to his press for pushing out bushes. Ray Kasparian who runs spare parts for the TRR was a huge help in supplying the right parts at very short notice. There have been several others but these people have been the biggest help to me.

The original chassis on my 1958 TR3A had been thumped at some stage and I always knew it needed replacement. I purchased a second-hand chassis a couple of years ago from the TRR and had it fully restored back to factory specifications by Andy Ansell in Bendigo. It was then sand blasted and painted using KBS Rustseal. Pro tip when using this product – wear gloves, glasses and breathing gear if you don't like the smell. I actually called the Poisons Hotline when my throat became inflamed!!

On 1 May 2024, I started deconstruction. I had previously built a little gantry hoist just for this job and it worked a treat. Undoing the 20 bolts attaching the body to the chassis

was not too difficult, followed by the electricals, plumbing and other sundry items. Anything connecting body and chassis was undone or removed. Two days and it was done.

For the following two days, I stripped everything off the chassis. This was a lot of fun because I could delve further into the crash damage and find out just how extensive it was.

Suffice to say, almost everything was replaced. Bushes, bearings, trunnions, vertical links, shocks and more. Every nut and bolt that could be replaced has been replaced. Every part that needed paint has been stripped, primed and painted. My garage has looked like a Chinese laundry with black bits hanging on wires for a few weeks!

When the engine and gearbox were out, I took the gearbox to a specialist to try to have a little "O" ring leak sorted. Seven hours later, and a fantastic lesson for me on gearbox assembly, quite a few parts of the overdrive had been replaced. It was supposed to be done while I waited! Not only did I wait, I got to help. Old Car Gearboxes in Moorabbin was the place.

The clutch, thrust bearing and pin were also replaced just in case, but only the pin was suspect.

All of this restoration takes time. It's not just a matter of reassembling using the old parts. Everything needs to be assessed and either repaired or replaced. And so it was when it came to the steering box. I watched a YouTube clip on pulling one apart and it looked quite simple. Indeed, it

was, but I discovered that my steering box was probably not an original TR3 unit. The hole in the housing through which the rocker shaft passes did not have a bronze bush. The diameter was correct but without the bush; the steel shaft was in contact with the steel housing. This is the worst of all options in terms of wear, so it had to go. John McCormack fortunately had a spare which he kindly made available to me and it was subsequently rebuilt with all new parts.

Six weeks after the deconstruction commenced, I painted the interior floor with KBS Rustseal, this time wearing all the protective gear. It made a difference. The floor of the car had no rust at all and this paint should ensure it remains that way for many years to come.

Then it was time for the 'marriage', bringing the body and the new chassis back together again and hoping that all the holes lined up. They did, with just a little persuasion. In fact, all the holes lined up with the exception of the two at the rear which were 'out' by half the diameter of the bolts. Five minutes with a Dremel sorted that out.

Connecting the plumbing and electrics is quite simple and did not cause any issues for me.

Panel fit has been almost identical to previous, so I am very happy with that. I bought an installation kit from the TRR and installed all the pads as per original specifications.

My last job is to install the carpets and rubber underlay from Car Builders. This

will allow me to remove the carpets should they get wet and at the same time, prevent water from attaching itself to the old-style underfelt! Car Builders has an amazing selection of interior sound deadening kits, adhesives, etc.

This project was always intended to keep me busy for a couple of months. It has gone over by a few weeks but I am not concerned. It has been too cold for golf anyway!

I am looking forward to driving the all-new-chassis TR3A, including all-new-suspension and all-new-steering box to Canberra in November. I think I will notice a difference.

If I can help out any member with advice on doing a similar project, I am happy to help.



A flying TR showing the gantry in action
More photos on pages 18-19



The new chassis with the old parts stripped and sitting on the floor



The chassis being lined up for the 'marriage'



Gearbox tunnel painted



The body sitting on a dolly for easy moving



Almost everything hooked up



About to install carpet and seats

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The British Triumph Roadster at the Paris Auto Show / Photo: Gordon Parks

TRX 'Silver Bullet'

Article by Car Styling

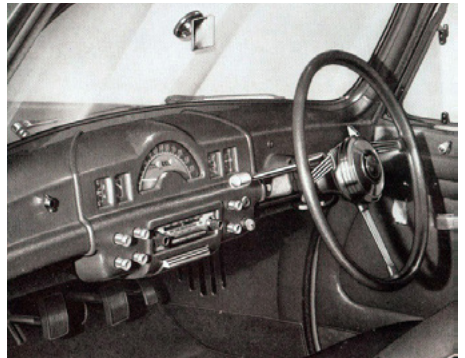
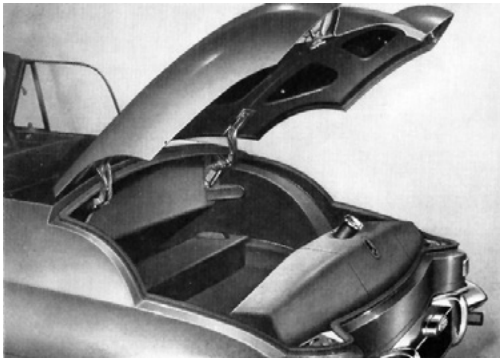
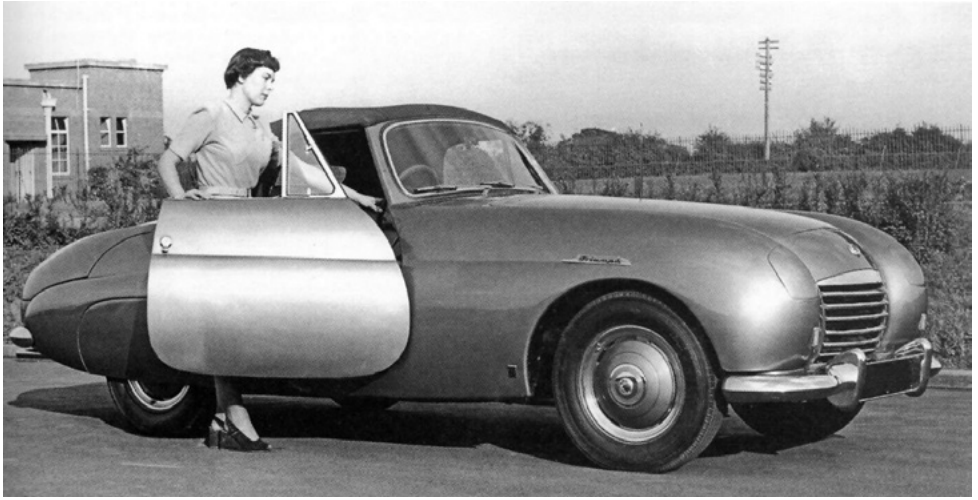
The Triumph TRX concept which was unveiled at the 1950 London Motor Show was an aerodynamic, aluminium-bodied roadster based on a slightly stretched Standard Vanguard platform.

The electrically operated headlight covers were unusual for the time and gave the TRX an extremely clean appearance from the front. Electrically controlled hydraulics were used to adjust the position of the bench-style seat, raise and lower the convertible roof, and deploy the built-in hydraulic jacks.

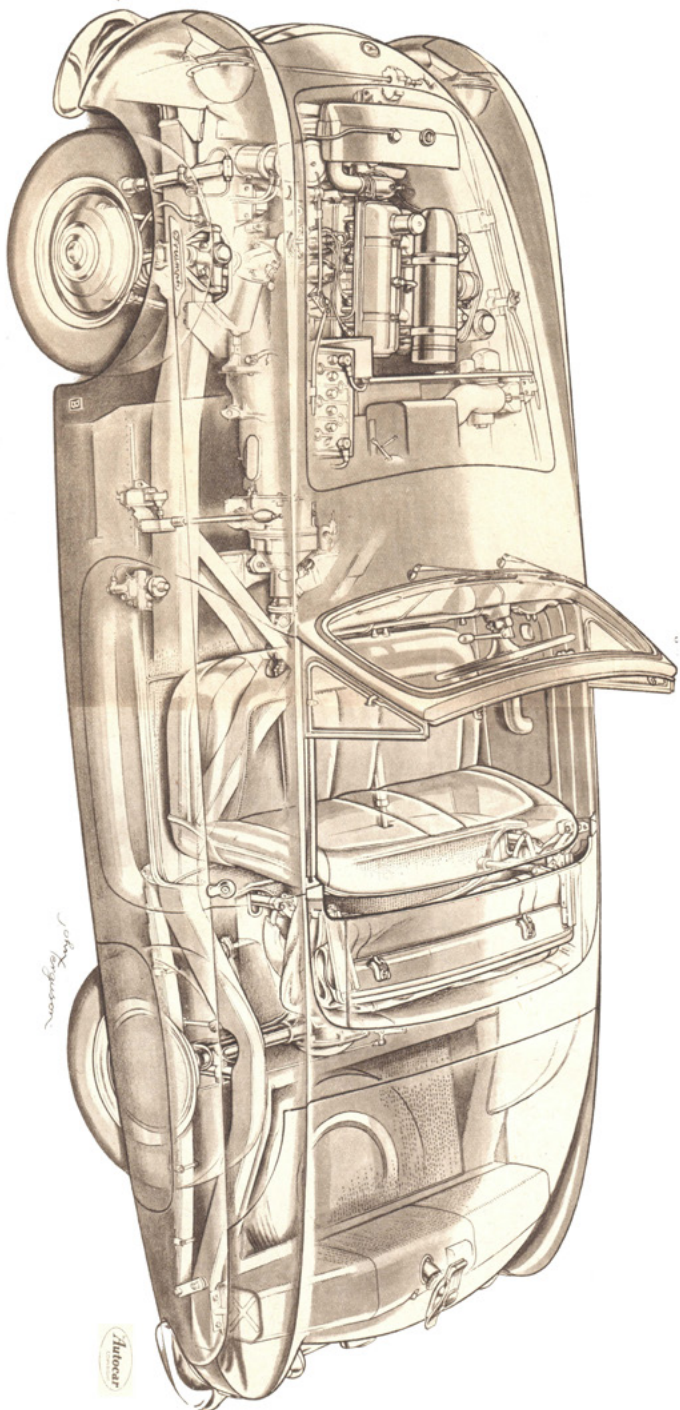
The Triumph TRX was powered by a 2.0 litre 4-cylinder engine with twin carburetors. In total just three TRX prototypes were constructed. Two are still in existence, while the third sadly caught fire and was destroyed.

The TRX never spawned a similarly styled production model. Instead Triumph opted to manufacture the Triumph TR2. Both the TRX and the TR2 were designed by Walter Belgrove.

When HRH Princess Margaret visited the Earls Court Motor Show and asked to have a demonstration of the gadgets, they promptly burnt out. She was amused, but Sir John Black was not.



TRX Cutaway diagram



Triumph TRX cutaway diagram. Found on www.triumph-club.gr

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 31 July, our total membership stands at 265, down by 4 from last month's report due to resignations.

Rohan Bond, with a Spitfire, is our only new member, joining during July.

Of our 265 members, 215 are currently financial, with 50 still outstanding.

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.

And, if you have not yet paid your membership fee, this August edition of the *Trumpet* will be the last you will receive by post.

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 also 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.



Current Advertising Rates

11 issues published annually

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Triumph Trading	Fay & John Seeley	trading@tccv.net	0491 107 869
Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

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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