

The TRIUMPH

November 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



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The Triumph Car Club of Victoria (TCCV) is a participating member of the Association of Motoring Clubs (AOMC).

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.

Life Members

Alan Andrews
Syd Gallagher †
Roger McCowan
Graeme Oxley
Terry Roche
Fay and John Seeley
Peter Welten
Lionel Westley †

All correspondence to

secretary@tccv.net

or

Triumph Car Club of Victoria Inc.
1 Deck Terrace
Safety Beach VIC 3936

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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

Triumph Gloria

The Triumph Gloria is a range of cars produced by the Triumph Motor Company in Coventry, England, from 1933 to 1938.

History

Between 1933 and 1938 Triumph made a large and complex range of Gloria sporting saloons, coupés, tourers, 2-seater sports cars, drophead coupés and golfer's coupés. All these Glorias, apart from the final two models (1.5-Litre Saloon and Fourteen (1767 cc) Six-Light Saloon of 1937-1938) were powered by 1087 or 1232-cc four-cylinder or 1467 or 1991-cc six-cylinder Coventry Climax overhead inlet and side exhaust valve designed engines (modified and built under licence by Triumph).

The chassis came in two lengths, with an extra 8 inches (203 mm) ahead of the passenger compartment depending on whether the four or six-cylinder engine was fitted, and had conventional non-independent suspension with semi-elliptic leaf springs. The brakes were hydraulically operated using the Lockheed system with large 12-inch (305 mm) drums.

A four-speed transmission was fitted with an optional free wheel mechanism allowing "clutchless" gear changing. Synchromesh was fitted to the gearbox on the final Fourteen and 1.5-litre models.

Base range

The first models in the Gloria range were a 9.53 hp (tax horsepower, 1087 cc) four-cylinder and a 12.95 hp six-cylinder model of 1467 cc, introduced in August 1933. After about 1,850 had been built, the four-cylinder's engine was increased to 1232 cc in August 1934, although the smaller engine continued to be installed in the Gloria Ten Saloon until July 1935. The six-cylinder engine was enlarged to 1991 cc at the same time.

Gloria Vitesse

From August 1934 to 1936, the Gloria range included "Gloria Vitesse" models (not to be confused with later Vitesse) which were up-rated, with twin carburettor engine and equipment, versions of the equivalent Gloria and slightly different bodywork in the case of some saloons.

Gloria Southern Cross

Gloria Southern Cross 10.8 HP 1,232 cc 1935.

From 1934 to 1937 there was also an open two-seat sporting model, the Southern Cross, re-using the name previously applied to the sports version of the Triumph Super 9.

This model used a shortened chassis of 96 inches (2,438 mm) for 1232 cc four-cylinder models and 104 inches (2,642 mm) for the 1991 sixes.

From *Wikipedia*, the free encyclopedia

EDITOR'S NOTE

By Fran Madigan, TCCV member #904

As 2023 draws to a close, it's good to reflect on the year that's been prior to the start of the 'silly season'! And to prepare for the year to come. Despite the unseasonably cool spring weather, we will probably be wishing it was still happening come the warmer summer months.

This month's cover story is all about Gloria. Possibly way ahead of her time. And, as 'flagged' in the October edition, read about the TR25 concept car – or is it just a concept?

Many thanks to our regular contributors, Alan Andrews and Graeme Oxley for their articles this month. Alan has reminded us of ways to attempt to prevent theft – although where there's a will there's usually a way. But there are simple things that can be done to enhance the safety of our possessions, such as classic cars. And Alan also provides another Webmaster tip in relation to the TCCV website.

Graeme has written about the Hamilton Rally, which was another great success. And he visited the Liberator Hangar at Werribee at the invitation of the TSOA. No doubt ear plugs were required.

Thanks also to Roger McCowan for his detailed description of his success in addressing some windscreen wiper issues on his Stag – with a little help from Alan Andrews!

If you have any stories to tell or photos worth a thousand words, please send them in. We are always looking for interesting words and images about all things Triumph.

The December issue of the *Trumpet* is unlikely to be printed before the TCCV Christmas party on 3 December. However, the website version should be available around that time, and hopefully you will receive the printed version – if you have elected to do so – well before Christmas.

Enjoy the lead-up to the festive season, and many wonderful journeys in your Triumphs.



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.

CLICK on EVENT for more information, flyers and booking/registration details for these and later events.

NOV. 15 / TCCV – General Meeting

NOV. 19 / MGCC 100th Anniversary: Annual Historic and Classic Hill Climb

TCCV and TR Register have been invited by the MG Car Club Victoria to put on a show of Triumph cars at this event. TCCV to supply one each of TR5, TR6, Spitfire & Stag (of each Mark), 2000, 2500, Herald, Vitesse, GT6, Renown & Roadster. Possibly the last "100 Years of Triumph" event for the year.

Secretary David Ferguson is managing the TCCV list. Contact him if you are able to attend and display your car. Free entry for cars on display. Entry fee for classics not on display – \$20 (TBC).

NOV. 19 / Shannons American Motoring Show

At Caribbean Park. For further details contact 0428 596 975.

NOV. 24-26 / 2023 Geelong Revival Motoring Festival

At the Geelong foreshore. General entry is free. Purchase tickets for The Pits and the VIP Zone and Register to display your classic on their website: <https://geelongrevival.com.au/participate/shannons-classic-motorshow/>

NOV. 25 / More Than a Car and Bike Show

Mental health fundraiser supporting Eastern Health. At the Yarra Glen racecourse. Display entry: \$10, public entry: \$5, kids under 12 free. Live music, food trucks, face painting and much more.

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.

2024

JAN. 17 / TCCV – General Meeting

JAN. 21 / Festival of Motoring

AOMC and RACV again running this 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 2023.

FEB. 11 / Annual Picnic at Hanging Rock Show

Classic Motoring exhibition with over 1,600 vehicles on display last year at the Hanging Rock Reserve in the Macedon Ranges. Open for display vehicles of all makes, models, marques and styles.

FEB. 21 / TCCV – General Meeting

MAR. 1-3 / Variety Rally Around Victoria

MAR. 13 / TCCV Midweek Meandering

MAR. 20 / TCCV – General Meeting

APR. 10 / TCCV Midweek Meandering

APR. 17 / TCCV – General Meeting

APR. 26-28 / Florence Thomson Tour

MAY. 15 / TCCV – General Meeting

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



What a busy club month we have in November... Mid-spring and the weather is fine, getting warmer and everyone is getting ready to take to the roads again...

It's a great month if you like car shows and competition, and the TCCV calendar has events all over the place.

Early in the month we have the Gippsland Rally and the Point Nepean Heritage Motor Show, later in the month the 100th Anniversary celebration for MGCC and Triumph at Rob Roy (with a large display of TCCV members' Triumphs), the Geelong Festival of Speed and various other car shows.

When you consider all the effort that goes into staging these events, it's clear that the classic vehicle community is thriving and the participation rate of the members of the various clubs must be fairly high.

TCCV's Roger McCowan is currently planning to introduce some mid-week activities to enable members to get out and about in their cars and avoid the increasingly chaotic weekend traffic. I'm sure Roger would appreciate feedback from members to indicate their interest and suggest potential destinations and locations.

On another topic, it occurs to me that our dear Big Brother is introducing ever more cameras onto the road network to detect speed, mobile phone mis-use and wearing of seatbelts, and apparently they need the money more than you do.

It might be a timely reminder to do an accuracy check on the speedo so you

know where the needle sits at certain speeds – I recently bought a very cheap GPS speedo module (\$35 on eBay) which seems to work extremely well as a 'check' speedo.

It might also pay to install a mobile phone cradle, and make sure you always wear your seatbelt. I'm not sure how the cameras will deal with those older cars which only have lap-belts...

Don't forget the TCCV Christmas Party is on the 3 December at the Wheelers Hill Hotel. Details are on the TCCV website.

As always, drive safely, and I look forward to seeing you on the road.



VICTORIA POLICE

Triumph's Triumph – 1935 Triumph Gloria

The handcrafted elegance behind the 1935 Gloria Southern Cross

Richard Lentinello 29/05/2019



Decades before Triumph introduced its highly successful line of TR sports cars, it had been producing all sorts of automobiles – saloons, tourers, drophead-coupes, and roadsters. For a small car company, Triumph's line of automobiles was quite extensive.

Back in 1885, a young German businessman named Siegfried Bettmann, who had just emigrated to London at the age of 21, started a bicycle company; he named it Triumph. During the ensuing years, Bettmann's Triumph Cycle Company went from manufacturing bicycles to producing motorcycles; one of the first was a motorised tricycle with a single-cylinder engine that dated back to 1903.

Around 1911, Bettmann was appointed the chairman of the Standard Motor Company, yet it wasn't until 1944 when Standard bought the Triumph Motor Company that Standard-Triumph was born.

Since 1923, Triumph had been producing a variety of automobiles, all

of which were quite small compared to the many other cars of the era. It did, however, produce a large car during the mid-1920s called the Fifteen. Its most popular line was the Super Seven (1927-32), available in a variety of body styles, followed by the Super Eight (1933-34), all of which were compact cars powered by small four-cylinder flathead engines. Then came the Scorpion (1931-32), Twelve-Six and Super Nine (1932-33), Ten (1933-34), and a line of various Gloria models (1933-38), along with the Vitesse (1937-38) and Dolomite (1937-39).



Introduced in 1933, and lasting in production through to 1938, the Southern Cross was the Gloria's "grand touring" sports car. With the entire Gloria line created to push Triumph upmarket, the Southern Cross was blessed with handsome good looks thanks to its well-proportioned two-seat body. It offered several distinctive features such as an upright chrome mesh grille, an unusually tall engine compartment with double row of louvers on each side, cut-down doors, and tall 17-inch wheels for a rugged appeal, along with its signature twin spares in the rear. With so many sporting cars of the day being puny and somewhat frail looking, the Southern

Cross had a very robust, muscular appearance about it.

Behind the Gloria's broad line of automobiles was renowned Triumph engineer Walter Belgrove, the man who is responsible for the model's design and overall style. The aerodynamic shapes of the Glorias were clearly ahead of their time. As a hobbyist sculptor, Belgrove even created the Gloria's signature winged female radiator mascot. In keeping with the coachbuilding traditions of the day, the roadster's body was crafted out of aluminum panelling by Cross & Ellis and fitted atop a wood frame made of ash. Like contemporary higher-end automobiles, such as Alvis and Rolls-Royce, these pre-war Triumphs were also handcrafted and every bit equal in quality and workmanship.

As was the case with nearly all British automobile manufacturers at the time, the primary export market outside of Great Britain was Australia and New Zealand. Given that, it's no surprise Triumph named its new sporting model "Southern Cross" after a constellation of stars that's seen only in the Southern Hemisphere.

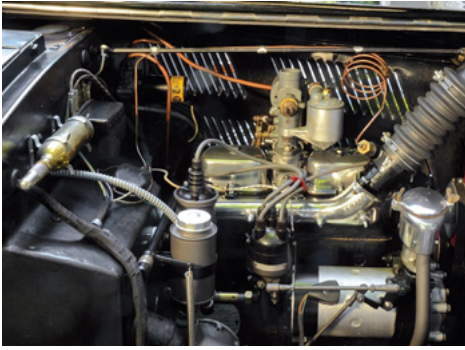


The fashionable pair of Brooklands racing-style aeroscreens help deflect the oncoming wind when the windshield is folded down; they adjust to any angle.

In the June 1935 edition of *Motor Sport*, the Gloria Southern Cross was called a "solidly built light car, well sprung, comfortable, and suitable for long distance touring." The article went on to report: "The name 'Triumph' has always been associated in the minds of road-users with sound design and solid construction—whether in the manufacture of pedal-cycles, motorcycles or in later years, automobiles. Now this Triumph tradition is no empty virtue, pleasant to possess but intangible in value. It is something definitely worth while, as we can personally testify at the end of a week-end trial of a 'Gloria' Southern Cross two-seater."

Motor Sport continued its road test by declaring: "To begin with, the car gives one the impression of being a 'class' larger than it really is. In spite of its modest 1,232cc engine and 8-ft. wheelbase, this is no small sports car, but a comfortable, solid machine of generous size and strength." As to its road manners, the article stated: "... we had plenty of time to appreciate the easy gear-change, light steering and flexibility of the engine, which throttled-down comfortably to a slow speed yet gave good acceleration on the gears. Manipulation of the ignition lever was necessary to avoid pinking."

With its ideal size, stout reliability, and roadholding maneuverability, it's no surprise that the Gloria was highly successful in competition. It twice won the Light Car Class in the Monte Carlo Rally in successive years: 1934 and 1935.



Designed by Coventry Climax but built by Triumph under license, the 1,232-cc four-cylinder features two valve covers with a single SU carburetor in between; the intake valves are positioned overhead with the exhaust valves on the side.

The Southern Cross version was based on the more sporting six-cylinder-powered Gloria Monte Carlo, which was the high-performance sporting car engineered by Triumph's experimental manager Donald Healey. Under its louvered bonnet sat a Coventry Climax-designed four-cylinder engine built under license and modified by Triumph. Its design incorporates overhead intake valves, but the exhaust valves are positioned on the side. Featuring a 66-mm bore and 90-mm stroke with a single-barrel SU carburetor and three-bearing crankshaft, it puts out an RAC-rated 10.8 taxable horsepower, or 42 hp at 4,500 rpm. The four-speed manual gearbox features a fabric-lined single dry-plate clutch and incorporates freewheeling in its design. Semi-elliptic leaf springs are positioned front and rear, with Luvax hydraulic lever-arm shocks that can be remotely adjusted from the cockpit to increase pressure up to 200 pounds. The hydraulic brakes are

by Lockheed, and the steering column is adjustable fore and aft, up or down, to better accommodate different sized drivers. Dunlop tyres, measuring 5.00 x 17, were fitted to Rudge-Whitworth wire wheels as standard.

All told, approximately 5,400 four-cylinder Glorias – of all body styles and sub-models – were produced during the 1934-37 production period. Today, just 31 Southern Cross four-cylinder examples are known to have survived, as recorded by the Pre-1940 Triumph Motor Club in England.

Three of those 1935 Gloria Southern Cross cars reside in the United States, including our feature car that lives in Verona, New Jersey, in a collection belonging to Triumph enthusiast Dennis Mamchur. Already the owner of a 1959 TR3A and a 1964 TR4, Dennis bought this Gloria via an ad in *Hemmings Motor News* back in 2006 because, as he put it: "It's a rare example of a Triumph, and has a beautiful shape."



Although this model was never officially imported into the U.S., this particular Southern Cross, known by its number plate "BLX 454," is here because of the Ford Motor Company. Back around 1972, the Henry Ford Museum in Dearborn was seeking a pre-war

Triumph to include in a special *Sports Cars in Review* exhibition, and it was this Southern Cross that was chosen for the display. Prior to being shipped to Michigan, it was restored at the Triumph factory to the condition you see here.

After the exhibit closed, the Triumph was sent to New York City in 1973 where it went on display at the New York Coliseum during its annual International Auto Show. There, it was photographed with several notable British celebrities, including Patrick Macnee from *The Avengers*, and Donald Healey himself, who was on hand to help celebrate Triumph's 50th anniversary.

So, what's it like to drive a Gloria Southern Cross? According to Dennis, "It's a challenge at higher speeds thanks to its narrow bias-ply tyres. It feels like

most other 1935-era cars; the only difference is that it's right-hand drive. The four-speed gearbox is easy to shift, and the four-wheel drum brakes perform well without any pulling. Best of all, I appreciate all the attention it gets, and I enjoy sharing it with other enthusiasts who have never seen a Gloria before."

"At a car show once," Dennis adds, "someone remarked that it looks like an MG TD on steroids."



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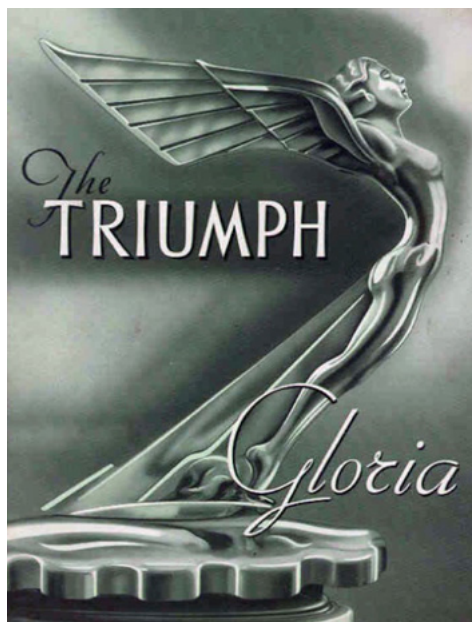
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TRIUMPH GLORIA MODELS 1933–1938: by the numbers

August 1933–July 1934 / 4 cylinder All

9.53 h.p.
1,087cc 4-cylinder overhead inlet &
side exhaust valve engine
free-wheel pre-selection 4-speed gearbox
twin carburettors

Except

Monte Carlo Tourer

10.8 h.p.
1,233 cc

Gloria Ten Saloon

single carburettor

August 1933–July 1934 / 6-cylinder All

12.95 h.p.
1,476 cc 6-cylinder overhead inlet &
side exhaust valve engine
free-wheel pre-selection 4-speed gearbox
twin Solex downdraught carburettors

Except

Gloria Six Saloon

single Solex carburettor

August 1934–July 1935 4-cylinder All

10.8 h.p.
1,232 cc 4-cylinder overhead inlet &
side exhaust valve engines
free-wheel pre-selection 4-speed gearbox

Except

Gloria Ten Saloon

1,087 cc 9.35 h.p. engine

Glorias

single S.U. carburettors

Vitesses

twin S.U. carburettors

August 1934–July 1935 / 6-cylinder All

15.72 h.p.
1,991 cc 6-cylinder overhead inlet &
side exhaust valve engine
free-wheel pre-selection 4-speed gearbox
twin Solex downdraught carburettors

Glorias

single S.U. carburettors

Vitesses

twin S.U. carburettors

August 1935–July 1937 / 4 cylinder

All

10.8 h.p.
1,232 cc 4-cylinder overhead inlet &
side exhaust valve engine
free-wheel pre-selection 4-speed gearbox
twin carburettors

Glorias

single S.U. carburettors

Vitesses

twin S.U. carburettors



1933 Gloria Competition Tourer



1935 Triumph Gloria Six
Engine 1991cc S6 IO Production 2000



1934 Triumph Gloria 10hp Sports Tourer



1935 Gloria Southern Cross 10.8 HP 1,232 cc



1934 Triumph Gloria Six 12.9hp
Only 7 produced to this specification



1935 Triumph Gloria
1991 cc 6-cylinder four door sports saloon



1934 Triumph Gloria Vitesse



1934 Triumph Gloria Monte Carlo Roadster



1936 Triumph Gloria Twelve Four-seat Tourer
Just 19 two-door, four-seat Tourers built between August 1935 and July 1937

August 1935–July 1936 / 6-cylinder

All

15.72 h.p.

1,991 cc 6-cylinder overhead inlet & side exhaust valve engine
free-wheel pre-selection 4-speed gearbox
twin Solex downdraught carburettors

Glorias

single S.U. carburettors

Vitesses

twin S.U. carburettors



1938 Triumph Gloria Six Flow Free Saloon

The Six rode on a 116-inch wheelbase and was initially powered by a 1991cc S6 the four bearing Coventry Climax

Early 1937–July 1937 /

1.5 Litre Gloria Saloons

All

11.81 h.p.

1,496 cc 4-cylinder overhead inlet & side exhaust valve engine
4-speed synchromesh gearbox

Early 1937–July 1938 /

Gloria Fourteen Six-Light Saloon

All

13.95 h.p.

1,767 cc 4-cylinder overhead inlet & side exhaust valve engine
4-speed synchromesh gearbox



1937 Triumph Gloria 14/60 Southern Cross

Source: pre-1940triumphmotorclub.org

THE AUTOCAR. ADVERTISEMENTS. June 1935, 1935

An enthusiastic TRIUMPH-GLORIA Owner writes as follows:—

Dear Sir,
I am pleased to see an excellent description of the Triumph-Gloria in one of your issues. But I would like to add to it my own experience. I have owned the car for 18 months, and have driven with me on the road and the coast. I am not just a motorist. Yours truly, D. A. BIRCHALL.

The Triumph-Gloria cannot fail to produce a feeling of satisfaction and confidence. The mechanical efficiency and road performance too, satisfies the most exacting critic.

The above spontaneous gesture of appreciation is an indication of those facts and expresses an opinion which you would endorse if you were to take an extended trial run. May we have the pleasure of arranging this through your local agent?

TRIUMPH COMPANY LTD., COVENTRY. London Branch: NEWHAMPS LTD., 40-41, BERKELEY ST., W.1.

THE AUTOCAR. ADVERTISEMENTS. SEPTEMBER 1935. 93

TRIUMPH-GLORIA *Queen of Cars*

"The Performance of the Triumph-Gloria was especially remarkable in view of the fact that the engine capacity was only 1,832 c.c."*

This extract from the "Sporting Life" refers to the recent Liege-Rome-Liege trial in which a Triumph-Gloria gained first place in the 1,500 c.c. Class and third place in the Unlimited Class.

This and other successes in strenuous International Trials provide indisputable evidence of the remarkable performance and reliability of the Triumph-Gloria, which a personal trial quickly reveals its unusual charm and riding comfort.

The new 6-window saloons, with wide doors, five comfortable seats and the most modern refinements appeal very strongly to the discriminating motorist. A wide range of body styles is available—prices from £295.

Full details will gladly be sent on request and early deliveries can now be given of most models.

TRIUMPH COMPANY LTD., COVENTRY
London Branch: NEWHAMPS LTD., 40-41, BERKELEY ST., W.1.

* MENTION OF "THE AUTOCAR" WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION

Hamilton Report: 5 to 9 October 2023

By Graeme Oxley, TCCV member #471

What a wonderful Rally that included the ACT Triumph Club, SA Stag Club and the TCCV. All up, 62 members attended the Hamilton Tour. Unfortunately, I couldn't get the Stag ready in time and had to take my MG6. The TCCV meeting point was the Geelong BP Service Centre on the Geelong Ring Road.

Around 10.30am we left for Mortlake for lunch at the bakery. We overloaded the staff but we all got fed. A guy came up and asked if we knew a Bernie Minogue. We said yes and it ended up being a relative of Bernie's. We caught up again with this guy and his wife in Port Fairy.

It was a 90 km drive and Peter Welten led the convoy in his 2.5PI to the Comfort Inn Botanical in Hamilton. Once we were unpacked it was time for an evening meal. The Commercial Hotel was chosen. Food was excellent, with the cooks being very heavy handed. Some went to a Thai restaurant. A couple said that it was the best they have had. It was cold that night so no sitting around outside chatting. The motel rooms had very efficient heating. A good night's sleep was had by all. The SA Stag Club had arrived.

Friday: This was a free day. A morning tea was held in the Club Rooms of the HDVVC. They put on a good spread. There is lots to see and do around the Hamilton area. Bob White, now in a Volvo convertible, came with me and we went to the Campe's Motor Museum. Every vehicle is registered and goes. The TCCV and SA Stag Club have been there

before. This Museum is well worth the visit. Even had a very nice Triumph GT6 on display. From here we went to the Nigretta Falls. This is a nicely presented area with a new viewing platform and a walkway down to the bottom of the falls. Nine km away was the Wannon Falls. Another nicely presented falls and a new viewing platform. Both falls are well worth the drive. On the way back to Hamilton a friendly police car gave me a flash of the blue lights.

By now the interstate members had arrived. Some of the ACT members had some car issues. Jack and Jenny Gault's TR3A got as far as Bendigo, had fuel issues caused by a failed tank sealing product blocking the fuel line. Chris Doble and Jan Tink in a TR5 were reversed into twice by a tradie badly damaging the front of the TR5. Trevor and Betsy Lloyd ran out of time getting the annual roadworthy for their 2500TC.

A welcome dinner was held at the Caledonian Hotel. A real good choice. Food was excellent.

Saturday: It was a 9.30am and time for the convoy to leave for the Suffoir Winery, Brewery and Distillery for morning tea. I was lucky enough to sit in the RH seat of Denise's LHD TR3A. That was quite an experience. Back in 1985-87 when I was in the RAAF and posted to St Louis, Missouri, I did have a 1976 LHD TR6.

Suffoir put on a nice morning tea. Wine sampling was available. Quite a lot of gin was bought by the members. It was soon back on the road for the 49 km drive to the Star of the West for lunch. Today I had the nicest hot and



spicy buffalo wings – the best I have had in ages. The food was good but the service was very slow. The afternoon was free time. Some walked around the town, others walked to the Light House. The evening Rally Dinner was held at Alexandra House. A terrific night was had by all. Raffles were held, speeches and the ACT announced that Jindabyne in the Snowies was the location for the 2024 Combined event. SA Stag Club is organising the 2025 Rally.

Sunday: We had to be at the HDVVC Club Rooms for a 9am departure for Halls Gap. Graeme Ralph led the way. This is a fantastic drive. The Grampians are very picturesque. Once again, I went with Denise in her TR3A as navigator. In the car park at Halls Gap was a green Triumph Herald sedan with an exact model on the dashboard. Once we got to Halls Gap we found the lookouts and waterfalls. The first lookout was the Boroka Lookout. The views are spectacular. Walking tracks are everywhere. We then headed down the mountain and saw a sign to Silverband Falls. It was about an 800-metre walk into the falls. Once again, the falls were spectacular and there were lots of walking tracks. Time was getting away from us so we headed to Barney's Bar and Bistro for lunch at Pomonal about 13 km from Halls Gap. What a novel place to have a lunch!! Good choice Peter. After lunch it was still quite a drive back to Hamilton. A farewell BBQ was held at the HDVVC Club Rooms. They certainly know how to do a BBQ. All the Triumphs in the Rally went inside the grounds and a lot of photos were taken before darkness was upon us.

Monday: A 10am plan was to say our farewells and head off home via Beaufort for lunch which was two hours away. We found a quaint café for lunch. Everyone got home safely.

Thank you to Peter Welten and Alan Andrews for organising and planning this event. A big thank you to Graeme Ralph and Pam Pollock (President) from the HDVVC. They did a wonderful job of looking after us. Thanks to Denise for allowing me to be her navigator for two days.

Overall, it was a terrific event. It was nice catching up with our interstate Triumph friends. I am looking forward to Jindabyne next year.

Shane and Dale Houghton had brake light issues. An auto electrician in Hamilton fixed the problem on Monday morning. They decided to head south to Murtoa to where there are painted silos and the Stick Shed (Google that). Their addition going south was good value.

Denise had brake light failure also. Jack Gault from ACT knew where the brake light pressure switch was and fixed the problem.

Al Andrew's Stag had a tyre failure. He later found out that his tyres were way out of date and a side wall cracked. Al has since replaced all five tyres.

Roll on October 2024 for our next event.





Makkina's Triumph TR25 concept is a celebration of this low-key studio's design skill

A triumphant piece of product design, Makkina's TR25 is a vivid vision of the ultimate minimalist all-electric sports car.

BY JONATHAN BELL

PUBLISHED 17 JULY 2023

All image credits : MAKKINA

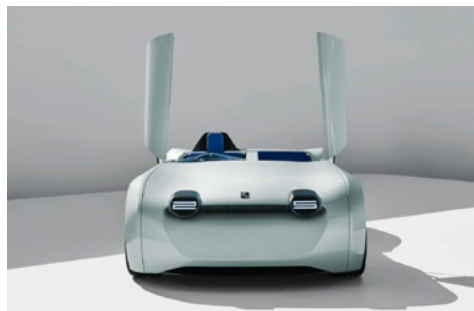
Car design is an incestuous, interwoven and highly self-absorbed business, where designers find their influences and self-expression funnelled through the immovable diktats of brand cohesion. The Triumph TR25 concept car shown here stands gloriously apart from corporate intransigence. Designed by London-based automotive consultancy Makkina to celebrate its 25th anniversary, the TR25 is a spectacular 'what-if', a vision of an alternative future that might – just might – come to pass.

Triumph TR25 concept car by Makkina



Makkina was established by designer Michael Ani in 1998, following a pathway that took him through Coventry University, London's Royal College of Art, and on to work at Volkswagen. Makkina is one of a few highly discreet consultancies that sit on the periphery of the industry, utterly outside of the public view, and advise the big car makers. Ani is understandably unwilling to reveal the extent of this 'advice', nor can Makkina ever reveal its client list or portfolio,

such is the inherent secrecy of the industry. When it came to celebrating the studio's 25th anniversary, he wanted to create something that could be shared with the world.

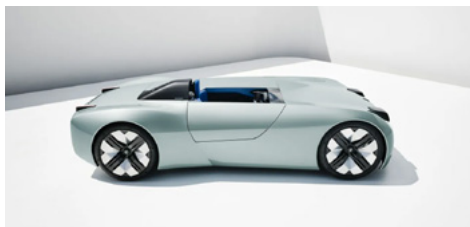


The inspiration came from two sources. The first was a svelte and streamlined one-off record-breaker built by British manufacturer Triumph in 1953. The 'Jabbeke' Triumph TR2 once held the world speed record for the sub-2-litre engine class, reaching a shade under 125mph on the Jabbeke highway in Belgium. Now in the British Motor Museum in Warwickshire, the car has always been one of Ani's favourites. 'It's charming but functional,' he tells us, with a devastating simplicity missing from so many contemporary cars.



The other source was one of Ani's own cars, the BMW i3, the pioneering electric car from 2011 that has since become something of a modern classic. Using the i3's platform and underpinnings as a

guide, Ani and his small team set about shaping a vivid update of the little TR2.



The result is a radically simple update of the original, splicing Triumph's design language with the minimalism afforded by an electric platform. A single seater (a flip-down passenger seat is located under the removable tonneau cover) with flip-up doors, the TR25 is a driver-centric machine, with an enveloping cockpit, simple instrument display and a barely-there windscreen.



The head and taillights appear to slice through the meticulous sculptured surfaces of the body, terminating the form with twin red blades at the rear and giving the car a friendly, expressive frontage, just like the original Triumphs. The TR25 is an exercise in reduction, boiling away the excess and using very pure surfaces to express key forms, like the front air intake and bumper and the flared rear wheel arches.



Large 21in wheels fill the openings, pushed right to the very edge of the body. The concept shares a footprint and all dimensions with the i3, although the low, cabin-less body has very different proportions to BMW's tall city car.



For now, you'll just have to imagine the driving impressions. The BMW i3 is still one of the most spirited EVs, thanks to a low weight and excellent dynamics, and there's no reason not to expect the TR25 to improve on those qualities, adding another option into the very limited pool of true electric sports cars.

"It's a very believable concept," Ani admits, although he stresses that it's purely a design exercise. As the only project Makkina has publicly attached its name to in 25 years, he's adamant

that the TR25's primary purpose is to "get validation from industry and enthusiasts".

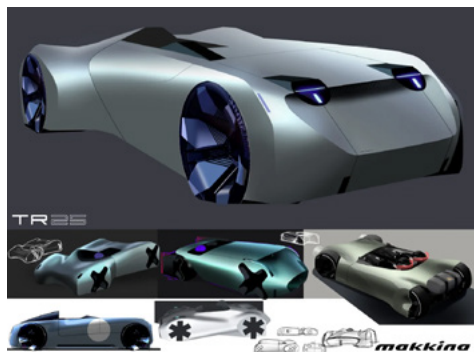


"We're not in the business of building cars," he adds. "This is purely our project, funded by us. It's just a lovely thing."

The reception has been overwhelmingly positive, aided by the fact that the little speedster officially bears the name of the Triumph Motor Company, as well as an updated version of its shield-like badge. The custodian of this British brand is none other than BMW AG, who acquired it when it bought the Rover Group in 1994. This year just happens to be the centenary of the construction of Triumph's first-ever car (it was founded in the 1880s as a bicycle importer and manufacturer).



Since 1994, the name has remained dormant, one of a bundle of richly emotional British marques acquired by BMW. These originally included Land Rover, Rover, and MG – all subsequently sold off – as well as Mini and Rolls-Royce, both of which it transformed into shiny new entities that have a cleverly engineered bond with their past. Other names in their archives include Austin, Morris, Wolseley, and Riley. A decade ago it was reported that BMW had extended the Triumph trademark licence into merchandising, but nothing concrete materialised.



Nevertheless, BMW's involvement – as both badge-holder and platform builder – hints at a possible future for the TR25 beyond life as a museum piece and a curio in a video game. The presence of BMW design boss Adrian van Hooydonk at the TR25's London launch didn't go unnoticed. Ani couldn't possibly comment. "I just wanted to demonstrate that we can take a car brand and project it forwards to make a contemporary statement," he says. "Triumph is an incredibly significant name in the motoring industry, and we knew we carried a strong responsibility for its reawakening through the

TR25. Triumph remains a cherished nameplate, holding a very special place in our hearts at Makkina."



makkina

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On its website there is more information and photos about the TR-25 Project and a great little video with the car in action – don't miss it!

<https://makkina.com/>

Security Operandi

By Alan Andrews, TCCV member #572

Some believe they are entitled to take stuff others own. Case in point is the inherited vintage motorbike detailed in "Stolen Alert" on our website. Daily we learn of stolen vehicles of all types being used in robberies and found nearby burnt out, devastating owners. Not only modern cars and 4x4s but farm tractors, buses, bulldozers and other heavy machinery – even classic cars.

When away from home over an extended period, say caravanning or cruising, and before I fitted an electronic distributor to Gerald, I removed the rotor to immobilise the car protecting it from being driven away, but not stolen. With Ruby, I employ other tactics under the bonnet. Naturally, I lock the garage, and check the security camera is fully operational sending alerts, triggered by motion and sound, to my phone. Alerts sent sometimes when the big dog next door barks are more than annoying, but at least I know the system is working!

In the original film "Tinker Tailor Soldier Spy" starring Alec Guinness, a major actor is teaching a group of private school boys how to drive using his Alvis and declares it to be "the best car Britain ever made ... priceless!" Our Triumphs may not be "the best car Britain ever made", but to its owners, they are "priceless".

While phones, computers, cash, jewellery and bikes are the usual targets for theft, there are less obvious things that thieves want too.

Hot property on the "thieves shopping list" are number plates, car exhaust systems post 1986 for catalytic converters, tyres and wheels, steering wheels and airbags. Exotic wheels like spokes and mags of certain sizes are particularly vulnerable. Synergy works in reverse for most classic cars as they may be worth more dismantled, parts sold separately, than as a complete car. I can attest to that having had to buy parts from various places in Australia and overseas for Gerald and Ruby over the years. Do I see nodding heads??

RACV has this to say:

"Despite the number of break and enter offences in the home falling in recent years, garages are a prime target for burglars. Here's how to keep your garage safe.

Homeowners are being urged to take more care when it comes to garage security, as burglars target cars and other valuables that are surging in value and kept in home garages, detached garages and communal garages, such as those found in apartment buildings.

Record demand for cars and appreciation in used car prices is making car theft from garages an increasingly lucrative crime for opportunistic burglars. Remarkably, more than half of the 10,000 cars stolen in the year-ending June 2021 were from the owner's garage, carport or driveway, with these areas seen as a weak link in overall home security.

In addition to cars garages typically contain hot items for burglars

such as power tools, lawnmowers, bikes (with bike theft increasingly dramatically), sporting equipment and even entertainment equipment such as musical instruments, gaming technology and TV screens.

Burglars are also becoming more cunning in their acts of crime narrowing targets down to a specific street or area, and spending typically just eight minutes or less conducting the burglary, with the small space of a garage easy to access and quickly ransack."

It's time to check our "security operandi" for our Triumphs to make them as secure as possible.

But in the end, in my view, all security measures keep honest people out, not determined criminals.

NOTE



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Webmaster Hints

This is the second of a series I will publish from time to time:

Registering a carpooling group of members and friends.

Event Registration for Carpooling Groups

You've arranged to take friends, some fellow TCCV members, some not, to an event in your car. What's the correct way to register everyone?

Well, here it is!

But first:

How TCCV members should register if accompanied by wife/husband/partner or not:

- Enter **Given Name** of primary member ONLY.
- Enter **Surname** of primary member ONLY.
- **Do not** click the GUEST box.
- Enter **2** as the number attending.

(**Note:** Enter **1** if not accompanied by wife/husband/partner.)

- In the bottom input field, enter car details as indicated on the form.
- Click **Submit**. Note: The partner name is added automatically.

Now, about carpooling:

The Driver: If TCCV member, register as instructions above.

If not a TCCV member, click the GUEST box as well.

Click **Submit**.

Passengers: If TCCV member:

Register each separately as ONE person, or TWO if accompanied by partner as above instructions, BUT

Do not specify a car by leaving the bottom input field blank.

If not a TCCV member:

Register EACH separately as GUEST.

Do not specify a car by leaving the bottom input field blank.

Not registering a car for all passengers ensures the car tally for the event is correct.

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



B-24
Liberator
RESTORATION
AUSTRALIA



**TSOA Liberator Invite:
15 October 2023**

By Graeme Oxley, TCCV member #471

The TSOA invited the TCCV to attend a morning at the Liberator Restoration Hangar at Werribee. Twenty-four people attended. I was the only TCCV member to turn up in a Triumph (2.5PI). Only one TSOA member turned up in a Triumph (TR7). The rest arrived in their everyday cars. I thought it was going to be a static Triumph display. The day before the 2.5PI had a wash and clean.

Just after 10am we went inside the hangar to a morning tea after which a tour of the hangar went ahead. The guy that prepared the morning tea told a funny story. The workers would see the morning tea and eat what was on the table. What he did was cut three ply to the shape of the biscuits and put cheese slices on the three ply. That stopped the workers eating the biscuits and cheese.

Part of the day was to start one of the Liberator engines. Once it was started and running for a short time it was into the hangar to go through the aircraft. I had been there many times and I am always in awe of the progress of the

restoration. There is a lot of history inside the hangar. There are videos to watch and model aircraft on display. There are also two other aircraft under restoration. To see everything and read all the information could take most of the day.

The tour took me back to my 48 years serving the Air Force both in uniform and as a contractor and Defence public servant. For those that would like a nice morning or afternoon out I would recommend a visit to the Liberator Hangar at Werribee. The workmanship on the restoration is second to none. All the guys that work there are volunteers.

There is also the RAAF Museum at Point Cook which is now considered an Operational Base. You have to go online to get to get an entry ticket which I don't agree with. There are aircraft in the Museum that I have worked on. The Mirage at Williamstown, Malaysia and Singapore, The Roulette Maachi and the Pommie HS748 Navigation Trainer at East Sale.

It was a very enjoyable morning at the Liberator Restoration Hangar – and even included a BBQ lunch and salads.

Stag Windscreen Wiper Operation

By Roger McCowan, TCCV member #8

After years of reliable operation, the wipers on my Stag became erratic. When the rain eased off after having the wipers going, I naturally would switch them off. But they had other ideas – they would keep going, even although the windscreen had been swept dry. Similarly, if I operated the intermittent mode, they would do a couple of sweeps as expected, then start going continuously. Moving the switch to any other position (Off, Slow, Fast) made no difference; they kept going until I switched off the ignition. In desperation, the only immediate remedy was to remove the fuse – not a satisfactory solution!

In talking about this with other Club members, it turned out I wasn't the only one beset with this problem. Alan Andrews thought he found a remedy – switch off the wipers and then briefly operate the windscreen washer. This seemed to work for him, most of the time.

I decided to solve this properly, by investigating exactly how the wiper motor, etc. works. Having deduced a likely cause of the problem, I tried it on my Stag. It worked! 100% of the time!

Since the problem is not uncommon, I thought I would share my findings. I'm indebted to Alan for letting me take photos of his wiper motor to illustrate this article, while dismantling the motor and then putting it back together. After doing the exercise on Alan's Stag, his wipers worked perfectly, every time!

Figure 1 shows an exploded view of the wiper motor. Figure 2 and Figure 3 show the key components that affect the start/stop operation of the wipers. In essence, when the column stalk wiper switch is ON (either for intermittent or continuous), the wiper motor itself receives power from two sources: the power through the column stalk switch and directly from the ignition circuit via the Electrical Switch of Figure 3. The Slider Block (part #5) is located in a channel and moves back and forth due to the movement of the Connecting Rod inserted into the Cross-head (part #4). A tapered groove in the base of the Slider Block travels over the Microswitch Actuator. When the Microswitch is pushed down, it opens the electrical circuit. If the column stalk switch is still on, the wipers keep operating. If the column stalk switch is off, then power to the wiper motor continues until the position of the Slider Block aligns with the Microswitch. This position corresponds with the park position of the wipers.

The problem arises when the taper on the Slider Block doesn't push the Microswitch enough to break the electrical connection, thus allowing the wipers to continue. The solution is to adjust the location of the Electrical Switch, relative to the wiper motor body. It turns out that there is provision for doing this, by loosening two screws on the underside of the wiper motor body (see Figure 4).

The first step is to remove the wiper motor from the car. The workshop manuals describe this process, which starts with removing the cover, detaching the electrical connector, etc.

fig. 1

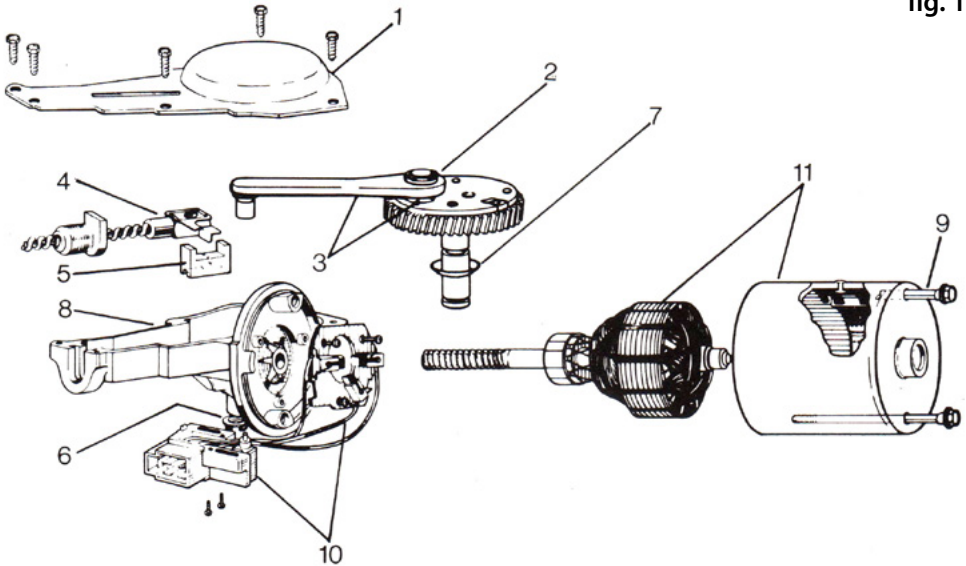


Fig. 10.12 Exploded view of windscreen wiper motor (Sec 22 and 23)

- | | | | |
|-----------------------------|----------------|----------------|---------------------------|
| 1 Gearbox cover | 4 Cross-head | 7 Shaft | 10 Brush and limit switch |
| 2 Circlip and washer | 5 Slider block | 8 Motor body | 11 Armature and cover |
| 3 Connecting rod and washer | 6 Spring clip | 9 Through-bolt | |

With the wiper motor upside down on the workbench, note the position of the Electrical Switch, as shown in Figure 4. Loosen the two screws and move the Electrical Switch Assembly backwards (towards the wiper motor). It will need only a millimetre or two, as indicated in Figure 5. If you move the Assembly too far, the wipers will park before they reach the lowest point of their travel (which is probably better than not having them stop at all).

Reassemble and re-install the wiper motor, taking particular care to ensure that the Slider Block is oriented correctly (deeper end of tapered groove is towards the windscreen). If inserted the wrong way around, the shallow end of the tapered groove will break the Microswitch Actuator.

fig. 2

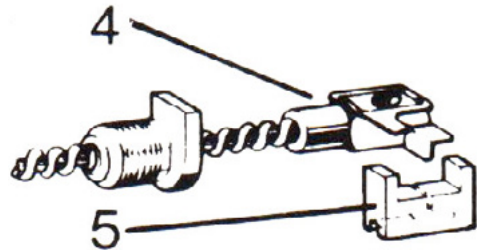
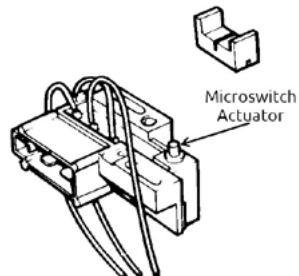


fig. 3



See page 26 for additional figures

Give the wipers a test. If they still continue to operate, repeat the procedure and move the Electrical Switch Assembly a little bit further back.

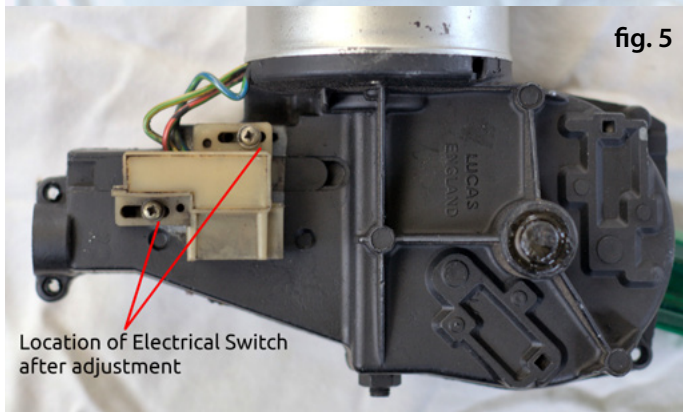
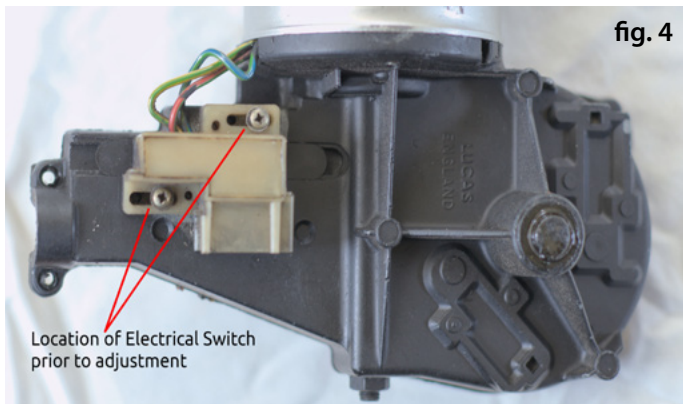


Figure 6 shows the wiper motor installed, but with the cover removed.



COMMITTEE

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Secretary	David Ferguson	secretary@tccv.net	0417 463 110
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Committee Member	Iain Perrott	committee2@tccv.net	0407 046 315
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