

The TRIUMPH

July 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



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

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

THE COVER STORY

Joel Ilton, Workshop Manager at Robina Volkswagen.

Tyres are one of the most important and most overlooked parts on a car.

They are the main contact your vehicle has with the road and many people fail to realise that tyres require maintenance on a regular basis for them to continue operating at their peak.

Listed here are some top tips to keep your tyres in a good, safe operating condition and improve your tyre life.

Tyre pressures:

Keeping your tyres and the correct pressure is a major part in prolonging tyre life and performance, but is often forgotten, or only checked when the vehicle is serviced.

Keeping your tyres inflated properly not only helps provide maximum contact with the road, but also increases fuel economy and reduces road noise.

All vehicles have a tyre placard fitted to the drivers inside door jamb, or located on the inside of the fuel flap on some European models. This will have the recommended tyre pressures for both normal driving, driving with a full passenger load and high speed driving.

Tyre tread:

Tyre tread is designed to disperse water and improve grip on the road in treacherous conditions.

The design of the tread pattern (also

known as 'blocks') allows the tyres to grip the road, improving safety and handling – even in adverse conditions.

Tyres need to be checked regularly to ensure there is sufficient tread depth left and to make sure there are no punctures or visible damage to the tyre.

Most tyres have small triangles on the sidewall that indicate where the tread wear markers are located.

The minimum legal limit for tread depth is 1.5mm. If the tread on the tyre is the same level as the wear indicator, it is time to replace your tyres.

Wheel alignment and tyre rotation:

The alignment of the vehicle's wheels can dramatically affect the way the vehicle handles, stops and how quickly the tyres wear out.

Having the alignment checked on a laser wheel alignment machine will make sure all the suspension and steering components are in good condition, and will increase the life of your tyres.

Having your tyres rotated and the balance checked at regular intervals will increase the life of the tyres, as it allows the tyres on both the front and the rear of the car to wear evenly and prevent any wheel vibration at higher speeds.

Industry-standard recommends tyres be rotated every 5,000-10,000km and the alignment to be checked every 10,000km, or whenever tyres are replaced.

See the article 'Classic Tyres' on page 6.

EDITOR'S NOTE

By Fran Madigan, TCCV member #904

Tyres are the subject of this month's cover story. While we are experiencing this cold weather, it's a good time to consider the welfare of your Triumph's tyres – we have featured information on tyre care before, but just in case you haven't yet checked them in a while, now's a good time. There are quite a few events coming up, so be prepared when you hit the road!

There have been two very well-attended 'western' breakfasts in recent weeks – thanks to TCCV's Graeme Oxley and George Stephens from the TSOA for their reports and images. And thanks also to Ron and Margaret Richardson for organising the itineraries and venues.

Cylinder heads and frost plugs – Fraser Faithfull has some good advice.

And the TCCV 40th anniversary grille badges will be available soon, as David Ferguson explains.

Lawrence Glynn from the BMW Drivers Club Melbourne Inc. met up with some TCCV members at Winton recently and, as a result, has provided us with a great article he had put together about why some countries drive on the left and some on the right. And yes, the Romans were involved.

Do your fan belts need replacing? You'd be naive to think this would be a quick job and Nick Skinner tells us why.

The ACT TCC, SA Stag Owners Club

& TCCV program – from 5-9 October – promises to be a fabulous event. A detailed list of activities and costs can be found on page 22, so make sure you reserve your place.

If you have not already done so, another reminder to renew your TCCV membership. Our members are what make the TCCV tick.

And all members are encouraged to have a think about nominating for a place on the Club's committee or taking on a volunteer role. Our Annual General Meeting will be held next month on 16 August at which time all positions will be up for grabs! By way of an example, I'm sure there are many budding – and established – editors out there who would like to put their stamp on future *Trumpet* editions!

Finally, thanks to Alan Andrews for this 'comment' he found about EVs!



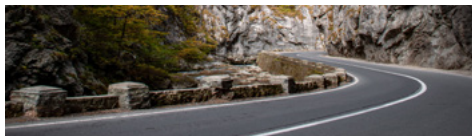
COPY DEADLINE

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 on the TCCV website.

JUL. 15 / AOMC Restoration Day

Venue: Austin Healey – Jaguar Club rooms, 23 Rosalie Street, Springvale. 8.30-1pm. Bookings essential. Contact Howard Billings: 03 9558 4829 or email: office@aomc.asn.au. Maximum TWO attendees per club.

JUL. 19 / TCCV – General Meeting

AUG. 5-6 / Hal Coulson Re-enactment Car Trial

A re-enactment of the original 1933 24-hour car trial. Overnight stop in Echuca.

AUG. 16 TCCV – General and Annual General Meetings

AUG. 19-20 / All Triumph Challenge

Organised by TSOA. At Winton Raceway. Sunday will be the competition component with a dedicated Triumph Run group.

SEP. 15-17 / Veteran Vintage & Classic Vehicle Club of Wangaratta: 52nd Annual Spring Rally

At Lake William Hovell and touring the King Valley.

SEP. 20 / TCCV – General Meeting

OCT. 1 / Euroa Show 'n Shine

Details TBC. Online bookings will be on the event website by mid to late July.

OCT. 5-9 / Grampians Adventure Tour – Joint Annual Rally

Joint SA, Victoria & ACT Triumph Car Clubs event. Meet at 10am at the BP Service Station on the Geelong Bypass and travel to Hamilton. See detailed itinerary on page 22.

OCT. 18 / TCCV – General Meeting

NOV. 3-4 / Gateway to Gippsland 51st Triannual Rally

The West Gippsland Vehicle Restorers Club Inc. invites you to the 51st Triannual Rally held in spectacular Gippsland.

NOV. 5 / Point Nepean Heritage Motor Show

Inaugural 2023 Rotary Nepean Heritage Motor Show at the Point Nepean Quarantine Station.

NOV. 15 / TCCV – General Meeting

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

Following our impressive display at Caribbean Park in February, TCCV and TR Register have been invited by the MG Car Club Victoria to put on a show of Triumph cars at this event.

NOV. 19 / Shannons American Motoring Show

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

DEC. 3 / TCCV Christmas Party

At the Wheelers Hill Hotel, 871-881 Ferntree Gully Road, Wheelers Hill. \$33 pp after TCCV subsidy. Register on the website.

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



As we passed the shortest day on 22 June and are now sailing serenely into July, that means the days are going to keep getting longer and the weather brighter (hopefully).

That also means that our Membership renewals should be done and up-to-date, and any owners who drive vehicles on Club Permits registered under TCCV who are not financial members put themselves at risk of being fined for driving an unregistered vehicle.

It probably goes without saying, but should you find yourself involved in an accident under such circumstances, then your Insurance company can and almost certainly will deny your claims and any related claims from, as an example, the \$500,000 Ferrari you've rear-ended and pushed into the \$600,000 McLaren in front of it ... To me, that represents the biggest risk.

On a more cheerful note, we look forward to the President's Lunch on 9 July (next Sunday as I write this) and the July General Meeting on 19 July. Monthly meetings can be joined in person or online by Zoom. Details are on the TCCV website.

As an advance notice, mid-August sees the TCCV Annual General Meeting (AGM), where the Committee and all other positions are declared vacant, and a vote taken for a new committee for the coming year.

I believe it is always healthy for a club to refresh their committee regularly by adding new members and rotating responsibilities, which helps to spread the administrative load around, keeps fresh ideas flowing and helps to engage more members in Club activities. I'd encourage those who would like to contribute or participate in the administration of the Club to nominate for the Committee or other positions. The nomination forms are online on the TCCV website.

Club Secretary David Ferguson has gone to enormous efforts to get a commemorative grille badge designed and struck to celebrate the dual anniversaries of 100 years of Triumph and 40 years of TCCV. The badge looks fantastic and can be seen and ordered on the TCCV website – but get in fast a there will only be 100 of them available, and there's already a list of confirmed orders and the price is ridiculously low. Thank you, David for your initiative and effort on this.

Just to revisit last month's 'sermon' on preparing cars for long-term storage, someone reminded me of one particular thing I missed – leave the car in gear (or 'Park') with the handbrake off. If the handbrake is left on for any substantial time, the brake shoes can bind to the drums ...

I'm watching the garden for signs of new life stirring, and looking forward to the fast-approaching spring driving weather they will signal.

Classic Tyres

Classic Motoring, 26 October 2018

Choosing a new set of tyres for your classic can be a bit of a dilemma but not if you follow our advice – and don't put price before anything else ...

Like many others you may restore your classic to concours standard but if there is one area that shouldn't be compromised – yet usually is – it's tyres, because to many they are only big black round (expensive) things. The fact that almost 30 per cent of MoTs – the second biggest cause of rejection – are tyre-related rather confirms this – despite it being 50 years since the tyre tread depth law (1mm back then) came into force.

How wrong can you be? They are the only footprint you have on the road and influence a vehicle's handling, stability and braking more than any costly add-on modification. Slap on a new uniform set of the same brand that's right for your make and model and you'll feel the positive change immediately on most classics.

Age concern

Elements begin to leach out of the tyre virtually from day one, encouraged by ultraviolet light, heat and rain. This will happen even if the tyre is never used. Initially, the loss is minimal but after four years or so (depending on conditions) this accelerates considerably.

Factors like how a tyre is stored, the conditions it is kept in as well as temperature and humidity have an effect too. As a general rule of thumb,

six years is a decent life span no matter how little the classic is used.

Sometimes at shows you see old classics running on what must be almost original tyres and that's a worry because you can take originality just a shade too far ...

A tyre's age is conveyed by a series of numbers – usually the month and year of manufacture. Pre-2000 there are various codes. For those made during the 1990s the last three digits tell of the month and year of the '90s. Thus '078' relates as the seventh month in 1998. The sideways triangle was used to illustrate the '90s. But that is of no interest to us. If a tyre had these markings then it should be consigned to the recycling bin anyway ... New markings appeared after 2000 with now four-digit numbers showing the month followed by the year. This time '0703' means month seven, 2003 – is this clear enough? It is even worth checking those on a new little-used classic you might be thinking of buying and certainly any old tyres at an autojumble?

Safe speed

Speed ratings as applied to the classic car are rated in SR, HR and VR, where SR is essentially for low performance cars. HR tyres can cope with speeds up to 130mph (210kph), while VR is limited to 150mph. This does not mean the speed that you choose to travel at but the speed which the vehicle is capable of. Modern ratings start at L – 75mph and move to Y – 186mph +. But don't be tempted to drop a speed rating as your insurance company might take a dim

view of this if a claim is ever made over an accident.

Radial or cross ply

Modern cars have been using radial tyres since the 1960s. Prior to that cross-ply tyres were in the majority. Cross-ply tyres are made of layers of textile cord laid down at alternate angles. Radial tyres were around in the 1950s but found greater prominence in the next decade once their road noise quirks were contained and faster cars demanded better tyres. For the majority of motorists, unless you hanker for a 'classic' tyre (i.e. the type originally fitted when new out of the showrooms) a replacement modern radial is best in terms of availability and price.

Modern tyre technology has advanced so much that new tyres are light years away from when these cars were first used (we're trying a set of budget Landsail tyres and will report back on our experiences). The good news is there's not really any truly 'nasty' makes around anymore, plus they're relatively inexpensive – so much so that this market caused the death of the remould.

Mix & fix

Try not to mix and match tyres, at least on the same axle as different makes have different handling characteristics and vary in rolling radius that could cause havoc, especially if a limited slip differential is fitted. Most suppliers will be able to provide the required details here.

Tyre Care

Regular inspection is vital, especially if

your classic is little used. Cracks occur between the treads as well as on the sidewalls; also look for damage. Tyre condition can also be a barometer for various problems where warning signs should be taken on board. Too much wear in the centre is an over-inflated tyre, while conversely too much on the edges is an under-inflated tyre. Irregular wear on one side, or feathering, points towards steering geometry and suspension issues. Either way specialist help should be sought.

Upgrades

Remember, sticky tyres on wide rims will most likely destroy the essence of your classic, but a tweak here and there is fine and desirable.

For example, TR6 wheels on earlier TR4s were always a nice swap. You can often see old Jags, such as the S-type and MkX, using XJ6 rolling stock if for no other reason than that these tyre sizes are easier to obtain. Remember too that changing wheel sizes, aspect ratio or even types will alter the rolling radius with the knock-on effect of altering the final drive ratio and possibly an inaccurate speedo readings as a result.

White walls add a touch of style on many 1950 and '60s classics and we've found Bravado Auto (01932 874000) a good place to shop for them.

Don't skimp on this vital ingredient in classic motoring – tyres. If their shortened lifespan bothers you then we only suggest that you jolly well make sure that they are fully used up within six years.

Yes – that means using the car!

Just out ...

Vredestein has responded to the fast-increasing demand for modern classics by expanding its portfolio of classic tyres. Its first modern classic tyre, the Sprint +, is aimed at the legendary Audi Ur-Quattro and will be launched this month.

“There is more and more appreciation for cars from the 1970s, ‘80s and ‘90s – so called ‘youngtimers’ or modern classics,” says the tyre maker. “They are also about to become classic cars, properly speaking. Unfortunately, manufacturers have already stopped producing original tyres for such vehicles. Owners are therefore forced to fit more modern tyres.”

Vredestein will release the youngtimer tyres under the name Sprint+. The first will be a very special model: a 215/50 R15 for the Ur-Quattro; a tyre size which has not been available anywhere for a long time. By the first half of 2019, Vredestein expects to have approximately 10 different tyre sizes for youngtimers. Tyres for popular brands such as Porsche, Jaguar, Mercedes-Benz, BMW and Alfa Romeo are among those being considered.

The case for classic tyres

Vintage tyres

Why should owners of historic vehicles fit the correct tyres? It goes well beyond the looks, although that is a big part in the decision-making process for many. A set of new tyres in the size and spec chosen by the manufacturer at the vehicle's design process following months and years of testing is always

going to be better than something plucked off the shelf based on price or ‘it's close enough’ decision making.

Vehicles drive better on the right tyres. The number of Jaguar E-type Series 1 and 2 owners who roll in on overly-wide, low-profile tyres and then roll out on the O/E spec 185R15 Dunlop Aquajets only to rediscover the light, responsive steering the car is meant to have is amazing. Ditto the Avon Traction Mileage on Series Land Rovers. Put simply, historic vehicles and their owners deserve better tyres. Vintage Tyres Supplies can help with advice, fitting and choice from a range of 1,000 products.

Most people who don't like the idea of cross-ply have only experienced old and hard examples. Like any old and hard tyre they can give a pretty wayward driving experience, but put the same car on a fresh set of cross-ply in the correct size and at the correct pressure and the driving experience will be a revelation. It's important to point out that there are no direct replacements for cross-ply in radial sizes. Cross-ply are all around 100 per cent profile (the sidewall is the same height as the width of the tyre). Radials go no higher than 80 per cent profile. Visually, the shorter, often fatter, radial just looks plain odd, and the driving experience will often be marred by significantly heavier steering.

That's not to say that there aren't many successful radial options for owners of cars designed for cross-ply: there are. But before you make a swap, talk to us, we know what works, and what doesn't

from years of experience.

Finally prices. Consider this: the average tyre for the average modern car will be available from at least 25 manufacturers you'd consider buying from, and about another 25 you'd perhaps think twice about. These sizes will be made in the millions with all the accompanying economies of scale that it brings.

Classic tyre prices are as low and as fair as we can get them and, where possible, we always try to offer a choice within a popular size. In 185R x 15, for example, we stock more than 10 different makes.

Sticker sense

A maker's sticker slapped on the tyre tread tells you much more than the size and it's wise to get up the information imparted. Modern labels indicate their independently tested performance in the rain, fuel economy (due to rolling resistance) and noise levels. So, before you simply buy on price, check the specs to see what tyre suits you best.

Longstone Tyres

Modern cars have very different geometry to a classic car. If you look at a modern car parked up with a lot of steering lock, you will notice that the front wheels come out of the wings at a funny angle. This is caster and this self-centres the steering which is needed to overcome the wide square-shouldered footprint of modern low profile tyres.

As a modern car rolls under steering forces, it adds adverse camber to keep the square footprint flat on the road. Classic cars have softer suspension and roll more so a classic car needs a thinner

tyre with rounded shoulders so as it leans it rolls round on the shoulder of the tread. With a modern tyre it climbs onto the sharp corner of the tyre and lifts the inside of the tread, meaning that instead of handling progressively it corners like a 50p piece.

Modern car tyres make the steering heavier, track on uneven road surfaces, wear the components of your car faster. They don't handle as nicely and don't look as good.

It is correct to say that part of the reason modern cars have considerably more grip than a classic car is due to the tyres, but these tyres only really give that extra grip because they are fitted to steering and suspension that has the capability to use that grip.

A classic car benefits from having a tyre carcass that is suited to its chassis. The classic tyres that Longstone Tyres will encourage you to fit will have that suitable carcass, and when they are built by the two top classic tyre manufacturers, Michelin and Pirelli, they will benefit from some modern features such as flawless quality control and modern improved compounds that give more grip from that relatively small footprint (particularly in the wet). But the car will feel the way it should when you drive it.

Oh, and they will look cool too.

Cross-ply tyres give nice light and progressive handling with a comfortable smooth ride. And of course they look right. What people may find difficult with a cross-ply is the wandering that is improved by radial

tyres at cruising speeds. A radial tyre offers more grip, and considerably improved durability. But we would never encourage any pre-war car to fit a radial tyre.

Because today we spend so much time at cruising speeds on motorways and dual carriageways a radial tyre helps make our classic cars more suited to our modern roads, but there is no need to spoil the handling. Tyres like the XAS or Cinturato are designed to complement these earlier cars and help them cruise along while still providing that feedback through the steering that makes driving our old cars so much fun.

A lot of times a modern tyre is not acceptable. Do not fit overly low profiles on wire wheels because you cannot fit an inner tube in a tyre of less than 70 per cent profile (205/70VR15 yes, you can fit a tube, but 205/65R15 no, you should not fit an inner tube). There are wire wheels made today that are sold as tubeless, but we have seen failures so we fit a tube. There is no need for tubeless 'wires'. All cars that are fitted with wire wheels will not drive well on a low profile tyre.

The commonest reason to not fit a proper classic tyre, is price. **Tyres should not be chosen on price.**



Breakfast in the West:

2 July 2023

By Graeme Oxley, TCCV member #471

It was a nice cool morning in the west. No rain forecast and a new place for brekkie. Ron and Margaret Richardson had organised another breakfast on the western side of Melbourne at Gordon at Gordon. We had a very good range of vehicles. A Smart 2-door Coupe (made by Mercedes Benz), a '66 Mustang, Mazda MX5 Coupe, Cobra replica, Dolomite auto, 2500S, TR8, TR6, Spitfire and my MG6. One TCCV Member from Ballarat arrived in a ute because of ongoing issues with registering his Stag with a Rover 3.5V8 engine.

Once again, the meeting point was the Toolern Vale roundabout. Peter Welten had not arrived so I called him to find out his location. He said it was too far to travel to the start point. At 9.30am the convoy left. We picked up another three cars on the way. Ron and Margaret had organised a very interesting drive to get to Gordon. We definitely stayed away from the Western Highway to Ballarat.

We had 17 people and it was a struggle to fit everyone into the main dining room. In the end everyone got a seat. The owner decided to put the breakfast in another room and everyone helped themselves. It was a top idea. There was scrambled eggs (the best I have had in ages), fried eggs, bacon, half a tomato and an assortment of jams and baked beans. No one went hungry.

In the main area, a ukulele group played very nice music. Peter Welten would have enjoyed it. After the brekkie just about everyone went to the Hat Shop.

It had a large display of various hats for ladies and gentlemen. There was a large log fire going keeping the people warm.

Trust that everyone had a safe drive home.

Thanks to Ron and Margaret Richardson for organising another interesting brekkie run. Looking forward to their August Breakfast.



Mind Your Head!

By Fraser Faithfull, TCCV member #485



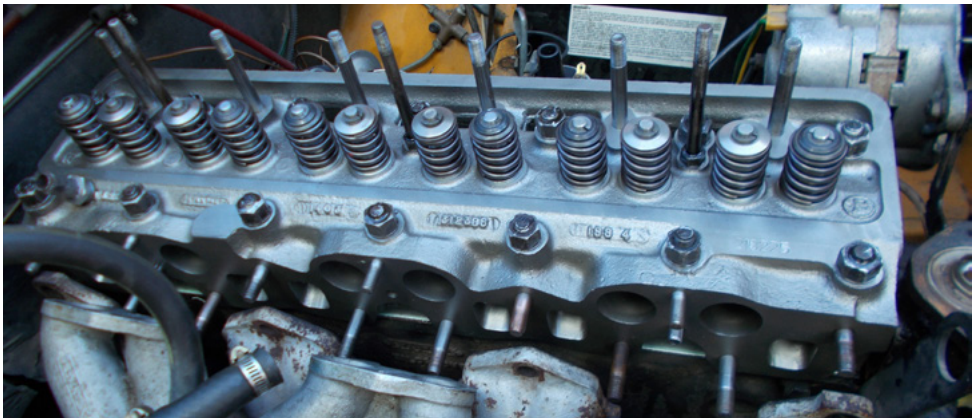
For quite a while I'd noticed oil weeping from the cylinder head gasket of our 1971 2000 saloon, around the number 6 spark plug area initially, then the number 5 and, before too long, the number 4 too! I've had a spare reconditioned 2000 head on hand for a while (long story) so I packed it off quick smart to Leigh Keir at Headworks in Murrumbena for a check-over. Leigh examined the valve springs and water jackets and, after some coolant passage work, he pronounced it ready to go.

It's a good 15 years since I've removed a cylinder head in situ so needless to say there was a certain amount of trepidation as I retrieved the engine crane from storage and assembled my toolkit. As it turned out, the swap went

fine and not a day too soon. As you can see from the picture, one of the frost plugs on the back of the old cylinder head was almost rusted out. Phew! Just one more country drive in the 2000 and I might have finished up engulfed in a cloud of steam, calling for a tow home.

Moral of the story: it's probably worth checking the back-of-the-head frost plugs from time to time for any coolant dribbles. You can't really see those rear plugs, but should be able to feel for any escaping liquid or rust forming.

Postscript. This isn't the first time I've had problems with a back-of-the-head frost plug on my Triumph. Years ago I had a cylinder head for a 2500 TC reconditioned professionally. Within a minute of refitting the overhauled unit and firing up the car, water was dripping out in a steady stream onto the garage floor from the suddenly leaky frost plug (which had received a lovely silver paint coating as part of the reconditioning job). Needless to say, the head had to be removed again and returned to the engine shop for more surgery ... *Below – the new cylinder head in place in the 2000.*





TCCV Grille Badges

By David Ferguson, TCCV member #773

Since the May meeting, we have had a grille badge designed, quoted and ordered. Samples should be here for approval by the end of June (they arrived - see above!) and badges should

arrive in July. We have ordered them directly from a manufacturer in Taiwan because they are so much easier to deal with than locals, believe it or not!

They will be approximately 100mm x 90mm and include bolts and nuts.

The price is not quite finalised because I am not sure what duty (if any) will be applied by our Government.

At this stage, they will be significantly cheaper than the \$20 I suggested at the meeting. Probably in the \$12 to \$15 range.

We have ordered 100 as that is the minimum order quantity. This will be a one off so, if you want one, please let Joe Kleinitz know at regalia@tccv.net to reserve yours. There is no need to pay up front.



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On the other hand

A brief look at why we drive on the left.

*Submitted by Lawrence Glynn
Former Principal Engineer, Vehicle Safety,
Federal Department of Transport (1982-2008);
Secretary, BMW Drivers Club Melbourne Inc.*

A tourist to one of the more chaotic sun-blessed nations remarked to his host about the highly random observance of road rules, lane discipline in particular. His host was puzzled: "I don't understand," he said, "We have a very clear rule. In some countries they drive on the left. In some countries they drive on the right. Here, we drive in the shade."

But why do some countries drive on the left and some on the right?

The origins and reasons are, to some extent, lost in the mists of time but we know that the Romans drove on the left.

Historians have studied a track into an old Roman quarry at Blunsdon Ridge in England. The track was only used for bringing stone from the quarry to a major Roman temple being built on the nearby ridge (near Swindon), and then fell out of use, so it is very well preserved. And since the carts went in empty and came out laden

with stone, the ruts on one side of the road are much deeper than they are on the other. From this the conclusion is that Romans drove on the left. There is additional evidence of this in other parts of the Roman Empire, and the Romans were great ones for standardising and organising things, so most likely driving on the left applied everywhere in the Roman Empire.

Seven hundred years ago, everybody drove on the left. In the Middle Ages you kept to the left for the simple reason that you never knew who you'd meet on the road in those days and you wanted to make sure that a stranger passed on the right so you could go for your sword in case he proved unfriendly. This custom was given official sanction in 1300 A.D., when Pope Boniface VIII invented the modern science of traffic control by declaring that pilgrims headed to Rome should keep left.

The papal system prevailed until the late 1700s, when teamsters in the United States and France began hauling farm products in big wagons pulled by several pairs of horses lined up in rows. These wagons had no driver's seat; instead, the driver or drivers sat on the left horse of a pair (the Postilion position), often only the rear left horse, so he could keep his right arm free to lash the team and also to ease mounting which is usually from the horse's left. You can still see the Postilion position in use on the large teams of horses used to pull ceremonial gun carriages, etc. Since you were sitting on the left, naturally you wanted everybody to pass on your left so you

could look down and make sure you kept clear of the other wagon's wheels or overhanging load. Ergo, you kept to the right side of the road. If there was no driver on the front row, the lead horses were trusted to make sure you did not veer off the road and down a bank or whatever.

In small-is-beautiful England, though, they didn't use monster wagons that required the driver to ride a horse; instead, the driver sat on a seat mounted on the wagon. What's more, he usually sat on the right side of the seat so the whip wouldn't hang up on the load behind him when he flogged the horses – most people being right-handed or at least whipping right-handed.



So, the English continued to drive on the left. Keeping left first entered English law in 1756, with the enactment of an ordinance governing traffic on the London Bridge, and ultimately became the rule throughout the British Empire and remains so throughout much of what is now called the Commonwealth.

The first known keep-right law in the United States was enacted in Pennsylvania in 1792 when they adopted legislation to establish a turnpike from Lancaster to Philadelphia (a toll road is called a turnpike because a pike – or long thrusting spear – was positioned across the road and 'turned',

or rotated up, when the toll was paid to allow passage. If the traveller tried to slip through without paying the toll the pike was used to attack the traveller). The charter legislation provided that travel would be on the right-hand side of the turnpike. In the ensuing years many states and Canadian provinces followed suit. New York, in 1804, became the first State to prescribe right-hand travel on all public highways. By the Civil War, right-hand travel was followed in every State. Drivers of smaller vehicles with a single central horse tended to sit on the right so they could ensure their buggy, wagon or other vehicle didn't run into a roadside ditch, and to facilitate easy assistance to alighting passengers behind them – especially those who paid!

When inventors began building 'automobiles', or 'horseless carriages' as they were often called, in the 1890s, they built them as motorised wagons. As a result, many early cars had the steering mechanism from a horse drawn cart and used a rudder (or tiller) or a rope, but not a wheel, in the centre position where the side of the road didn't make any difference.

However, with the marvellous invention of the steering wheel (at that time the best thing since the wheel) in 1898, a central location was no longer desirable. Car makers usually copied existing horse-drawn practice and placed the driver on the curbside. Thus, most American cars produced before 1912 were made with right-side driver seating, although intended for right-side driving. Such vehicles remained in common use until the mid 1910s.

The 1908 Model T was initially built in RHD but in about 1912 Ford switched to a left-side driving position to make it easier for ladies to get into the front passenger seat, as was the fashion.



The Model T had become so popular (accounting for almost half of all cars on the road) that the rest of the automakers followed Ford's lead.

In France, before the revolution, the aristocracy travelled quickly on the left, forcing the peasantry over to the right. (There are other theories attributed to one of the kings Louis being left-handed and forcing all to ride/march on the right so as not to be disadvantaged.)

After the revolution, in order to blend in, aristocrats joined the peasants on the right. A keep-right rule was introduced in Paris in 1794. Later Napoleon enforced the keep-right rule in all countries occupied by his armies (principally the Low Countries, Switzerland, Germany, Italy, Poland and Spain), and the custom endured long after his empire was destroyed.

The states that had resisted Napoleon kept broadly left – Britain, the Austro-Hungarian Empire and Portugal. Although left-driving Sweden ceded

Finland to right-driving Russia after the Finnish War (1808-1809), Swedish law – including traffic regulations – remained valid in Finland for another 50 years. It wasn't until 1858 that an Imperial Russian decree made Finland swap sides.

The breakup of the Austro-Hungarian Empire caused no change; Czechoslovakia, Yugoslavia and Hungary continued to drive on the left. Austria itself was something of a mixed case. Half the country drove on the left and half on the right. The dividing line was exactly down the line of Napoleon's conquests in 1805. Napoleon gave the Tyrol, the Western province of Austria, to Bavaria but it continued to keep to the right while the majority of Austrians drove on the left.

When Germany annexed Austria in 1938, it brutally suppressed the latter's keep-left rules and much the same happened in Czechoslovakia in 1939.

This European division, between the left and right-hand nations remained fixed until after the Second World War.

In the 1850s Gunboat diplomacy forced the Japanese to open their ports to the British and Sir Rutherford Alcock, who was Queen Victoria's man in the Japanese court, persuaded them to adopt the keep-left rule. Some countries later occupied by Japan also drove on the left.

Korea, a former Japanese colony, switched from left to right driving when the Japanese moved out after WW2 under the influence of the USA and Russia. Pakistan considered changing

to the right in the 1960s, but ultimately decided not to do it. The main argument against the shift was that camel trains often drove through the night while their drivers were dozing. The difficulty in teaching old camels new tricks was decisive in forcing Pakistan to reject the change.

And Sweden changed to driving on the right in 1963 in direct opposition to a referendum which had overwhelmingly rejected such a move.

I think the reasons for driving in the shade need no explanation.

Main sources: Cecil Adams, Return of the Straight Dope, New York: Ballantine Books, 1994; Max Lay, Ways of the World, Rutgers University Press; and US DOT, On The Right Side of the Road, by Richard F. Weingroff.



- Always drove on right
- Always drove on left
- Changed from left to right
- Mixed - some parts drove on left

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NAÏVE – definition: (of a person or action) showing a lack of experience wisdom or judgement.

By Nick Skinner, TCCV member #487

We have owned our Tahiti blue Stag for 20 years. Over that time we have carried out all sorts of jobs. When we first bought the car it had been greatly loved by its first owner but slowly degraded to a car requiring lots of TLC to bring it back up to its best. That we did, and truthfully there was an awful lot that had to be done! Certainly one of the first jobs was changing out the drive belts. I do know I changed them but it was probably when I had the engine out. (As part of changing out the engine mounts, getting the auto box serviced, changing the timing chains water pump, etc.)

Anyway, that was a long time ago, and recently, while polishing the radiator cap or similar type non-essential task, I considered the fan belts and thought: "Gee, they're 20 years old, I wonder how long they last?"

At this point I refuse to get into the infantile arguments over what is better – a TR6 or a Stag. We all know it's a Stag! But over the years we have been left stranded several times on the side of the road due to some form of mechanical failure (blown head gasket, failed ignition system, busted radiator hose – that one I was able to fix) and I didn't want something as silly as an old

fan belt being the next reason. We've all heard of using a ladies' stocking as a temporary fix – but I'm sceptical and want to see the Mythbusters prove or bust that particular popular myth! Also, I don't carry ladies' stockings as spares in my tool box!

Acting upon my thought of old vee belts I proceeded to our local Repco and ordered 2 new belts. I ordered the same size as fitted to the power steering unit (the size was on the belt) but was different to their list. For the alternator I accepted the size as listed in their computer.

This is where the definition at the top of the page comes in!

Two new belts and a spare hour or so in the afternoon, "I might change the belts" I tell the good lady wife. In my happy-go-lucky (read NAÏVE) state of mind, I just thought I might loosen off the old power steering unit slip off one belt and slip on the other. Perhaps pause to admire my handiwork and proceed to do the same on the alternator. I'll be sitting down to a restful cup of tea in no time!!

I proceed to the garage, thence to the car, lift the bonnet and that's when the plans come crashing down around me! I really hadn't got around to looking too closely at the job at all! There is a great lump of a fan sat fair and square in front of the fan belts! The larger of the two belts didn't have a ghost of a chance of slipping over the fan let alone the much smaller alternator belt! Well, in for a penny in for a pound, I have to take the fan off. That means I have to take the radiator out! In the end it was hoses

off, grill out, air filter intake, bolts that don't go in where they've just come out of, new bottle of coolant, grease, sweat, swearing and mess – and finally I had two new belts fitted!

And what of the two old belts you ask? Well, they look quite good!! Subsequent Google searches say you should change your drive belts every 100,000 to 150,000km – but they don't say (for example), or 20 years whichever happens sooner. We haven't done 100,000km in the car but like tyres I think it's like the rubber compound would harden with age. Does anyone have a definitive answer?

Whatever the case, I will approach the next belt change with a little more knowledge and caution – in 20 years' time!

NOTE



Current Advertising Rates

11 issues published annually

\$500 full page, \$250 half page
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In the beginning ...



1923 TRIUMPH 10/20 2-SEATER

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NEGATIVE NUMBER
229562

West Country Coffee – 11 June

By George Stephens, TSOA

I took a few photos at yesterday morning's coffee drive 'Way out West' (my title!) from Toolern Vale to New Gisborne.

The drive was organised by Ron Richardson who, I believe, is a member of both clubs (TCCV and TSOA). So, it became a combined TCCV & TSOA run. May we have many more! Twenty-six people, good company, good food, good drive from the meeting point, good coffee and great weather.





ACT TCC, SA Stag Owners Club & TCCV Event Program

THURSDAY 5 October 2023

- 10.00am Meet at BP Service Station on the Geelong Bypass.
- 10.30am Depart for Mortlake for lunch – bakery, café. etc. 150km
- After lunch, proceed to Hamilton and accommodation: 90km
Comfort Inn Botanical, corner French & Thompson streets.
Phone: 132400, or (03) 572 1855.
Dinner: Own choice.

FRIDAY 6 October 2023

- Breakfast At the motel or elsewhere.
- 10.30am Morning Tea at the HDVVC Drivers Club rooms (**Prepaid**).
Corner Hiller Lane & Ballarat Road.

The rest of the day is free time. Check the brochures in the handout for ideas.

- 7.00pm Welcome Dinner, Caledonian Hotel, 153 Thompson Street, Hamilton.
Order off the bistro menu.

SATURDAY 7 October 2023

- 9.00am Morning Tea (**Prepaid**).
Leave for Suffoir Winery, 144 Mt Eccles Road, Macarthur. 36km
- 10.30am Leave for Codrington Wind Farm, Codrington. 32km
- 12.00pm Leave for Port Fairy for lunch. Star of the West Hotel, 76 Sackville Street. 28km
After lunch, free time to tour Port Fairy and environs.
Port Fairy to Hamilton, direct route. 83km
- 7.00pm Dinner: Alexandra House Sports Club, 134 Brown Street, Hamilton. 750 metres

SUNDAY 8 October 2023

- 9.00am Leave for Halls Gap. 96km
Free time for morning tea, lunch, tour the Grampians, etc.
Possible afternoon tea at Dunkeld.
- 7.00pm Farewell Dinner BBQ (**Prepaid**).
HDVVC Drivers Club rooms, corner Hiller Lane & Ballarat Road.

MONDAY 9 October 2023

Leave the motel for home via Lismore for lunch or go your own way.

NOTES

1. Please pay items **IN RED** when you register.

Meals	Friday Morning Tea: \$10	Saturday Morning Tea: \$10	Sunday Dinner: \$25
	Rally Number plate: \$12	Window sticker: FREE	

2. **Prepaid** meals expense per person: **\$45**

PLUS Expense for one Number Plate: **\$12** **TOTAL** **\$57**

3. **TCCV bank details:** Bendigo Bank BSB: 633000 Acc: 159385566

Let Peter Welten, 0409 511 002 or events@tccv.net, know when you have paid.

4. **HDVVC:** Hamilton and District Veteran, Vintage, Classic Drivers Club.



MEMBERS' INFORMATION

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

To our new members – welcome to the Club. We hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required, please contact the Club's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

As at 30 June, our total membership stood at 271, with four members joining during the month:

George Alex Stag Mk-2

Alex Burridge TR6

Peter Green TR7

Lisa Hunter TR6

A reminder that renewal notices were EMAILED to members during the first week of May. Therefore, all members must keep a watchful eye, not just on their Inbox, but also their Spam and Junk folders, since many of last year's renewal notices ended up in such places. If you haven't seen a renewal notice email by the time you read this *Trumpet* edition, please contact me immediately. The due date for payment of membership subscriptions was 30 June, and there are 77 members who are yet to renew. 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-iframes.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

You are encouraged to wear your name badge at meetings and events as this assists members getting to know each other as well as identifying TCCV members at public events. 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.

CLUB CONTACTS

COMMITTEE

President	Peter Byrnes	president@tccv.net	0429 389 878
Vie President	Tony Cappadona	vice-president@tccv.net	0419 113 517
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	0488 168 246
Committee Member	Iain Perrott	committee2@tccv.net	0407 046 315
Committee Member	Alan Andrews	committee3@tccv.net	0418 947 673
To email all Committee members		committee@tccv.net	

VOLUNTEER POSITIONS

Advertising Officer	-	-	-
AOMC Delegates	Colin Jenkins	aomcdelegates@tccv.net	0412 484 995
	Terry Roche		0404 391 511
	Peter Welten		0409 511 002
Book Librarian	Andrew Richards	booklibrarian@tccv.net	0414 541 149
Club Permit Officers (and location)			
Secretary	Tony Cappadona (Albert Park)	clubpermitsecretary@tccv.net	0419 113 517
Officers	Noel Warden (Rowville)		0448 081 947
	Peter Mayer (Mt Martha)		0412 124 524
	Denise McGuire (Newport)		0438 231 207
	Terry Roche (Blackburn South)		0404 391 511
Clubmanship Points Collator	Peter Welten		0409 511 002
Collation Coordinator	Brian Churchill	collation@tccv.net	0488 168 246
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinators	Peter Welten	events@tccv.net	0409 511 002
	Graeme Oxley		0413 135 779
Media Liaison Officer	-	-	-
Membership Secretary	Roger McCowan	membership@tccv.net	0439 711 381
Photo Master	Nick Rix	photos@tccv.net	0412 479 903
Regalia Officer	Joseph Kleinitz	regalia@tccv.net	0412 909 854
Scrutineers	David Ferguson (Safety Beach)		0417 463 110
	Peter Welten (Montrose)	scrutineers@tccv.net	0409 511 002
	Theodore Rau (Upwey)		0407 518 344
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	(03) 5989 6196
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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