

The TRIUMPH

May 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



TR6



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Year	Model	Member
1968	TR 6 Convertible <i>Green</i> CPS	Bob Miller
1968	TR6 Convertible <i>Damon</i> Unreg	Eddie Rossiter
1969	TR 6 Convertible <i>Blue/Black</i> CPS	Stephanie Nadinic
1969	TR 6 Convertible <i>BRG</i> FLS	David Quigley
1969	TR6 Convertible <i>Green</i> CPS	Ken Cowan
1969	TR6 Convertible <i>Signal Red</i> Unreg	Kav Rodrigo
1970	TR 6 Convertible <i>BRG Tan</i> Unreg	James Bolton
1970	TR 6 Convertible <i>Maroon</i> Unreg	Wayne Franklin
1970	TR 6 Convertible <i>Red</i> CPS	Norm Marsh
1970	TR 6 Convertible ? CPS	Dave McLean
1970	TR 6 Convertible <i>Red</i> Unknown	Barry Ward
1970	TR6 Convertible <i>Green</i> Unreg	Ashley Snape
1971	TR 6 Convertible <i>Red</i> CPS	Spiro Agius
1971	TR 6 Convertible <i>Burgundy</i> CPS	Brian Churchill
1971	TR 6 Convertible <i>Signal Red</i> CPS	John Goodman
1971	TR 6 Convertible <i>Blue</i> CPS	Colin Jenkins
1971	TR 6 Convertible <i>Blue/Black</i> CPS	Geoff Logie-Smith
1971	TR 6 Convertible <i>Sapphire Blue</i> Unknown	Raymond Wood
1971	TR 6 Convertible <i>Mallard Green/New Tan</i> CPS	Peter Vibert
1972	TR 6 Convertible <i>Red/Tan</i> FL	Ian Fox
1972	TR 6 Convertible <i>Pimento/Black - Light Brown</i> FL	David Graham
1972	TR 6 Convertible <i>Damson Red/New Tan</i> CPS	Ross Irvine
1972	TR 6 Convertible <i>Blue</i> FL	Clive Jones
1972	TR 6 Convertible <i>Mallard Blue</i> FL	Andrew Johnston
1972	TR 6 Convertible <i>Maroon</i> CPS	Rob Scott
1972	TR6 Convertible <i>White</i> Unreg	Chris McSteen
1972	TR6 Convertible <i>Red</i> CPS	Hugh Van Essen
1973	TR 6 Convertible <i>Dark Blue</i> CPS	Tony Cappadona
1973	TR 6 Convertible <i>Pimento Red</i> CPS	Peter Faulkner
1973	TR 6 Convertible <i>Yellow/Black</i> Unreg	Tim Freeman
1973	TR 6 Convertible <i>Pimento</i> FL	Bill Jones
1973	TR6 Convertible <i>Red</i> CPS	Kevin Beagley
1974	TR 6 Convertible <i>BRG</i> CPS	David Ferguson
1974	TR 6 Convertible <i>White Blue</i> CPS	Marcus Miriams
1974	TR 6 Convertible <i>Carmine Red</i> CPS	Terry Roche
1974	TR 6 Convertible <i>Red</i> CPS	Thomas Sumner
1974	TR6 Convertible <i>Red</i> Unreg	Albert Doggett
1975	TR 6 Convertible <i>Carmine Red</i> CPS	Peter Williams
1976	TR 6 Convertible <i>Blue</i> CPS	Thomas Sumner

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EDITOR'S NOTE

By Fran Madigan, TCCV member #904

Here we are in the last month of autumn – and it is getting a little chilly!

So, grab a warm drink and enjoy reading about the beautiful Triumph TR6. It was first produced in January 1969, with production ending in July 1976. By then 94,619 TR6s had been built of which just 8,370 were for the British market.

We currently have 39 TR6 vehicles owned by TCCV members – and with David Ferguson's current restoration, that would be 40. In late April, a check on carsales.com.au indicated there were 10 TR6s for sale around Australia – two for private sale in Western Australia (a 1969 model in blue and one from 1974 in red); three for private sale in Queensland (one 1969 in white; one 1971 in white; and one 1975 in light blue); one for private sale in South Australia (white, 1970); one for private sale in New South Wales (red, 1969); and three for sale in Victoria (one 1972 model in red through a dealer; one red 1969 model for private sale; and a 1970 model in red for restoration). Prices ranged from \$17,000 for the restoration project to \$54,000.

David Ferguson has penned Episode 5 of his own TR6 restoration journey, and he is close to getting on the road.

TCCV's inaugural Vice President, Brian Campbell has sent a letter of congratulations on TCCV's 40th anniversary and has told us what he's

been up to since his time with TCCV.

Thanks to Graeme Oxley for his report on the 100 Years of Triumph at the Caribbean Gardens in February, where more than 100 Triumphs were on display.

For all the DIY mechanics, Alan Andrews has provided us with some handy tips, as well as a very interesting article about the work of Italian car designer Giovanni Michelotti.

And it is club membership renewal time. Membership Officer, Roger McCowan **emailed** renewal letters to all members at the beginning of May, so you should have yours by now. If not, check your Junk and Spam folders – and, if not there, contact Roger as soon as possible. **Your renewal is due by 30 June** – but you are encouraged to make payment as soon as you can. As you would know, a club permit registration can't be issued unless you are a current financial member.

Finally, if you have any ideas for future editions of the *Trumpet*, please let us know.

Next month – **winter!!**

COPY DEADLINE
ANY TIME IS GOOD!
Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month.
Please forward to editor@tccv.net
or contact
Fran Madigan on 0403 133 063



WHAT'S AROUND THE CORNER?



TCCV general meetings:

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

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

For more information, flyers and booking/registration details for these and later events CLICK ON title.

MAY. 13 / Geelong Bay City Swap Meet
Hosted by Western District Historic Vehicle Club.

MAY. 17 / TCCV – General Meeting

MAY. 19-21 / Pre-WWII Motoring Weekend

Incorporating National Motoring Heritage Day. Based in Bendigo, will suit cars of all pre-WWII eras, makes and models.

MAY. 21 / Calvacade of Transport

At the Maffra Shed to celebrate National Motoring Heritage Day. Also at the Trentham Historic Railway Station.

MAY. 27-28 / 46th Historic Winton
Winton Motor Raceway.

JUN. 4 / June Breakfast

At Martha's Table, Martha Cove for breakfast. 5 Waterfront Place, Safety Beach. Parking on concrete area next to the restaurant.

JUN. 21 / TCCV – General Meeting

JUL. 9 / TCCV President's Lunch

Beveridge Tavern, 5/9 Old Hume Highway. Arrive by midday and order from a reduced menu.

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 (see December 2022 *Trumpet* article).

AUG. 16 / TCCV – General and Annual General Meetings

SEP. 20 / TCCV – General Meeting

OCT. 5-9 / TCCV – Grampians Adventure Tour

Joint ACT & Vic TCC event. Based in Hamilton near the Grampians.

OCT. 18 / TCCV – General Meeting

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

TCCV and TR Register have been invited by MGCC to put on a show of Triumph cars at this event following our impressive display at Caribbean Park in February.

NOV. 19 / Shannons American Motoring Show

At Caribbean Park. Further details to come.

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



Well, here we are in the merry merry month of May, with lovely temperate sunny 'driving' days interspersed with rainy 'garage' days. This month's ruminations are full of tenuous connections

between a number of events, beginning with the Anzac Day Dawn Service in Apollo Bay.

Janet and I were down there messing around with the Stag for the Anzac Day long weekend and we thought it appropriate to attend the Dawn Service to honour those who served.

For those who aren't familiar with it, Apollo Bay has a population of around 1600 people.

We turned out around 5am for a 5.30am start, and were greeted by a very touching Indigenous welcome and tribute to all Australian and NZ service men and women from WW1 though to more recent conflicts. A crowd began to gather around 5.30am.

The local RSL President addressed the audience and spoke about the sacrifices willingly made, memories of the dead and dying, and the horrendous suffering of those who returned maimed and irreparably damaged. The Last Post sounded.

As dawn broke and the bugle played, I looked around me and took stock, and there must have been close on 1,000 people – men, women and lots of children – gathered around the Cenotaph at the top of town standing in total silence. Pretty impressive turnout for a fairly small town.

We had an early breakfast and took the Stag for a spin, as it turned out to be a magnificent sunny and warm day. Later on I was making a list of things I need to do for the TR4 rebuild. One of them is to clean up the bent commission number plate.

I recalled reading on the UK TR Register forum that the reason the last few numbers on these plates is normally crooked is because the first few numbers were stamped in a jig but the final few were hand-stamped once the 'options' had been installed.

The head of the Standard Triumph company, Sir John Black – formerly Captain J Black – had served during WW1 in the British Naval Reserve before transferring to the Army, ending up as a Tank Commander with the rank of Captain. Been around and seen a few things.

It was at Black's insistence that injured and maimed British servicemen returning from WW2 be given priority for employment in the S-T factories which led to many returned service personnel being gainfully employed where they would otherwise have struggled to find work. Some of these were severely maimed fighter pilots whose faces, hands and extremities were badly burnt. Thanks to Captain Sir John Black, many of these men were engaged doing end-of-line tasks such as stamping the commission number plates and testing switches and controls.

So, every time you lift the bonnet or open the door on your Triumph, reach down and touch the commission number plate with the wiggly uneven last 3 or so digits, and know you are in direct touch with a time in history which was momentous.

Lest we forget.

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

Inaugural TCCV Vice President Brian Campbell sent his congratulations on the TCCV's 40th anniversary.

A big hello and congratulations on achieving 40 years and still going strong. Amazing achievement.

I still remember the first meeting we had at Moorabbin, and of course the dance night with the Big Band and everyone having a great time. Also, the barn dance night where some of the members travelled to our 'farm' in Hazel Park and camped, with the people with babies staying in the house.

Since I joined the oil and gas industry and we moved away from the Melbourne area, we have had an interesting life. After the initial move to Hazel Park, I got a promotion and we were transferred to Perth. During a downturn in the industry we relocated to New Plymouth, New Zealand so I could manage the last remaining large project my employer had in the region. We stayed in NZ for some time and I worked with a local company for 10 years, then went back to working for my original oilfield employer as a contractor/consultant. I travelled extensively for work including most Asian countries, USA and Russia, while Brenda and the kids stayed in NZ. Brenda owned a boarding kennels which kept her very busy when I was away.

I was offered a job in Brunei to head up a new division of the company, and we rented out the kennels and moved. Brenda qualified herself as a kindergarten teacher and kept busy while I travelled extensively in the region. We had four years in Brunei

before relocating to Balikpapan in Indonesia. That location was not ideal for Brenda for a few reasons, mainly boredom, so she moved back to NZ to be with the kids, and I stayed on to complete a major project.

Following Indonesia, I moved back to NZ for a while and travelled doing similar work, then I left the original company and joined another similar group, and we both moved to Singapore. In 2010 we purchased a house in Mt Barker, SA, and we moved back to Oz in 2011. After a couple of years travelling again, I left the oil and gas industry and joined an Aussie environmental services company which I still work with part time.

I am now semi-retired and we downsized to living in a rural area near Langhorne Creek, SA.

I was surprised to read some members were at the All British Day in SA recently. I was there also with a semi-restored MG SA Tickford I am attempting to rebuild. This is a rare beast, one of 21 left globally. Some of you may have seen it, as it was parked not far from the Stag display.

I also have owned a Stag for 28 years that I purchased in NZ. It is still a great runner and registered but in need of a complete bodywork rebuild.

I also keep my hand in part time rebuilding engines for classics, mainly pre-1940 and relacing wire wheels.

Again, well done on the anniversary, keep well and get in touch if you feel the urge, please.

Brian and Brenda Campbell

Brian Campbell

triumphetypejag@gmail.com



100 Years of Triumph: Caribbean Gardens, 26 February 2023

By Graeme Oxley, TCCV member #471

The weather forecast was for an overcast day and a temperature of around 23° C. I had a braking issue with the Stag so prepared the 2.5PI for this event. Got the car prepared and headed off from Wyndham Vale. First up the car in front of me decided to clean her windscreen and covered my car in her windscreen washer water. Next up I got every red light heading out of Werribee. The day had not started well.

I eventually formed up in a long line to get in. Eventually I made it to a car park in the Triumph area. Lots of Triumphs were already there. I had a quick read of the AOMC magazine. On the front cover it mentioned 100 years of Triumph and 60 years of the MK1 2000. Inside the magazine absolutely nothing on the Triumph 100 years or the 60 years of Triumph 2000 and Rover P6B. Yet Peugeot had 40 years, Volvo had 50 Club years, go anywhere vehicle the Land Rover, 125th year of Riley cars and they had articles and nothing on Triumph's history.

Peter Welten and I organised the judging for the Triumph sedans,

Spitfires and GT6s and Stags. Keith Atherton from TSOA had everything in hand and had judges organised for the TR models. All up it was estimated that we had 100-plus Triumphs on display. An announcement made by the AOMC mid-afternoon indicated that they estimated there were around 1,100 cars on display. Damn good effort.

At 12.30pm we presented the trophies. Unfortunately, the guy on the microphone from AOMC drowned out our presentation. We had some really old Triumphs on display. Geoff Watcher's old 1927 Triumph was on display, John Sheppard from NSW trailed his magnificent Gloria down and got first prize in the pre-'63 class. A friend of John Lakeland put his very early Dolomite Roadster on display.

We also had some Celebrating 100 years of Triumph 1923–2023 windscreen stickers that were designed by Ursula Weidenmuller (TSOA), printed by Don Robertson (TSOA), and coordinated by Keith Atherton of the TSOA. An excellent design by Ursula. Her sticker will appear on a TR3A in the USA.

All up it was a wonderful display of classic cars. We are the lucky generation that get to own and drive these wonderful cars.

The paddock started to clear. Soon in the Triumph area it was Peter Welten and myself, both in 2.5PIs. I had the boot open most of the day doing the judging. My battery was not real good and when it was time to go my battery was flat. Peter W came to the rescue and I was jump started. I now have a new battery fitted.

THE TRIUMPH TR 6

From Wikipedia, the free encyclopedia



1973 TR 6 and 1974 TR 6

The Triumph TR6 (1968–76) is a sports car built by British Triumph Motor Company between 1969 and 1976. The TR6 was introduced in January 1969 and was produced through July 1976. The first series have commission numbers commencing with CP or CC. CP designating petrol injection and CC designating carburettors for the US market. The first bodies were built at Liverpool, in September 1968 and by December 1968 1,468 USA spec TR6s had been assembled at Canley, along with 51 export-market TR6PIs, home UK market assembly did not begin until the first few days of January 1969. The PI model has a brake horse power of 150, whereas for the US model, it is 104 bhp. The TR6 was the best-seller of the TR range when production ended, a record subsequently surpassed by the TR7. Of the 91,850 TR6s produced, 83,480 were exported; only 8,370 were sold in the UK.

The frame, engine, running gear, body tub and doors were similar to

the Michelotti-styled TR5 (TR250 in the US). The front and rear of the car was restyled by Karmann of Germany, though one source claims the new squared-off Kamm tail design was from an unrelated Michelotti prototype. A new removable hardtop was designed in-house.



1969 Triumph TR6 (Mk.I)

Unofficial Mark I and Mark II variants

It is important to note that the limited run of early 1969 cars are slightly different from the 1970-onwards car. The 1969 model run (unofficially a MKI) saw only 704 Right Hand Drive cars. These TR6s produced for the Home Market can be readily identified by having steel wheels with Rostyle "tin-plate" wheel trim covers, a body coloured windscreen surround, a body coloured short trim bead located from the top of the boot deck towards the end of the doors, a steering wheel with dished black spokes and non-reclining horse shoe shaped seats, two piece side indicator lenses and tiger striped radiator hoses. The early 1969/MKI Right Hand Drive (G plate) cars are now extremely rare and potentially only a handful exist in original form; they have become a very desirable car and the most collectable.

Regarding the US models, a total of 7,981 Left Hand Drive cars were produced in 1969 and all had high backed seats, wire wheels with red

marked tyres and are all LHD. A number of modifications were introduced for the 1970 model (MKII) including a matt black windscreen surround, painted steel wheels with a chrome surround and black centre trim, reclining seats and a non dished grey spoked steering wheel.



1969 U.S. Triumph TR6 (Mk.I) no. 159

Features

All TR6s were powered by Triumph's 2.5-litre straight-6, with the same Lucas mechanical fuel-injection as the TR5 for the United Kingdom and global markets, and carburetted for the United States, as had been the US-only TR250. The TR6PI (petrol-injection) system helped the home-market TR6 produce 150 bhp (110 kW) (152 hp DIN) at model introduction.



The 2.5-l inline 6 engine of a carburetted TR6

The TR6 featured a four-speed manual transmission. An optional electrically switched overdrive operated on second, third, and fourth gears on early models and third and fourth on later ones. Construction was traditional frame. Other features included semi-trailing arm independent rear suspension, rack and pinion steering, 15-inch (380 mm) wheels and Michelin asymmetric XAS tyres which dramatically improved the handling, pile carpet on floors and trunk/boot, bucket seats, and full instrumentation. Brakes were discs at the front and drums at the rear. A factory steel hardtop was optional, requiring two people to deploy. The dashboard was walnut veneer. Other factory options included a rear anti-roll bar and a limited-slip differential.



1969 Triumph TR6 PI

The UK version TR6PI could accelerate from zero to 60 mph (97 km/h) in 8.2 seconds and had a top speed of 120 mph (190 km/h) according to Autocar magazine.

As of 2020, approximately 4000 licensed for use and 1300 temporarily stored SORN TR6s were registered with the DVLA in the UK.



YEAR-ON-YEAR UPDATES

1969 TR6 appears in January as an update of the fuel injected '150bhp' (142bhp net) TR5 with modernised squarer styling (care of German Karmann), front anti-roll bar and wider wheels. US federal cars sipped fuel from twin Stromberg carburettors yielding only 104bhp (126bhp net) as a result.

By November of this year, the TR6 had already received an early revise with extra standard equipment while reclining seats were now fitted while the plain steel wheel design was also refreshed.

1971 As early as January there's yet more revises. For example, an anti-theft steering lock becomes standard issue while the supports for the rear springs and trailing arms are updated. Then, that August, carb-fed (American) engines receive revised manifolds for a touch more power and cleaner emissions. On all models, the gearbox gains a Stag-like design that's more heavy duty.

1972 From September, carburetted cars get a CF prefix, a smaller fuel tank is fitted and there's now a J-Type overdrive option. Then in November the CR-prefixed TR6 gets the same mods as the CF – the CR prefix from this point on denotes a car with the

lower tune 125bhp injected engine that became standard ware on all PI engines, including the 2.5PI saloon and estate cars.

1973 Tougher J-type overdrive replaces the A-type unit previously fitted. Also, from this point, wire wheels are no longer an option. Cosmetic changes include a slightly revised frontal featuring a fresher grille plus a chin spoiler to improve high speed stability. The Instrument dials are also refreshed.

1974 From that October, all Statesidemarket cars feature those obligatory black impact bumpers with ugly, over-sized overriders although it's nowhere near as blatant as the MG eyesores. The gearbox now gains similar ratios to those used on the Stag; economics rather than performance gains for this move.

1975 Final injected car rolls off the lines. Production of carburetted cars continues until July 1976, when the TR7 arrived. By then, a highly creditable 94,619 TR6s had been built, in total of which just a paltry 8,370 were for the British market, meaning converted US cars are on our shores but it may well be best to leave it in LHD form as they always sell well abroad.



One Triumph leads to another.

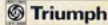
The Triumph TR6 is one of those rare cars whose performance lives up to its appearance. And there's no denying the fact that the TR6, with its new matt black front spoiler, is a most aggressive looking machine. Even when the TR6 is standing still, there's something in the way those big 165 x 15 red band radials straddle the road. And when that 2.5 litre six cylinder engine fires into life, and the low growl comes surging from the twin exhausts, even the most hard-headed test their adrenalin race a little faster.

It's a sports car with seemingly boundless energy. No matter how hard you push her

the TR6 always seems to have lots more in reserve. Of course, it isn't the easiest car in the world to drive. But in the hands of a man who knows his way around the car, the TR6 responds magnificently, providing a very personal kind of satisfaction.

The Triumph TR6. Ask your British Leyland dealer to show you all three Triumphs - TR6, GT6 and the new wide-track 1.6 litre Spitfire 1500. You'll find her listed in the Yellow Pages.

All Triumphs are backed by five British Leyland parts depots in Canada and a coast-to-coast dealer network.



NOTE



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(specifications can be supplied).

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Legendary Turbo V8 TR6 is a Drag Strip Demon

A massive 8.0-liter engine moves this small classic.

Elizabeth Puckett / www.motorious.com

29 April 2021

The TR6 is a special little car, while it isn't exactly known for its incredible horsepower or low quarter-mile times it is still a very popular piece. These cars are what are known as driver's cars, this means that while they aren't the fastest mean machine on four wheels they are still really fun to drive. Some more examples of this kind of car are the Mazda Miata, Subaru Brz, and the Honda S2000 these, just like the TR6, had very minimal horsepower but quickly became extremely popular for their handling and fun driving experience. However, this is still not good enough for some people, this is best exemplified by today's example. This tiny British cruiser has been equipped with a fire-breathing V8 engine from Pontiac and is ready to destroy any competition that might come its way.

Under the hood of this incredible car are a 488ci, 8-liter, Pontiac V8, and 94mm turbocharger which pushes crazy horsepower numbers. Mated to the engine is a 480L Manual transmission which spins the drag tires wrapped around a set of Weld Racing wheels. With the upgraded throttle body, gigantic engine, and huge turbocharger this thing uses up a lot of fuel. That's why the trunk of the car has been fitted with 2-8.5 gallon fuel tanks. Another cool feature this car brings to the table is that it is street legal, this means that you could see this high-performance masterpiece zooming past you on the highway.

After an ear-deafening burnout and some 'oohs' and 'ahs' from the crowd, the car can complete a quarter-mile pass in just 9.51 seconds. The funniest thing about this car is that after it's done demolishing the competition it carries a trailer back to the garage. This is one of the coolest cars we've ever seen and we hope to see more cars like this in the future, the world needs more high horsepower drag strip destroyers like this one.





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Triumph TR6: Who needs rarity when you're having this much fun?



As prices for its predecessor go stratospheric, Graeme Hurst champions the Triumph TR6, which offers the same thrills for a fraction of the cost.

There's a certain irony about the impact of evolution in car design. The very decisions that were taken 40 or 50 years ago to improve a model have often resulted in a drop in today's values. When Jaguar modified the floorpan of its seminal E-type just a year into production, the alterations unquestionably made the car more comfortable to drive, yet it's the cramped 'flat-floor' cars that now command a premium. Likewise over at Lotus, the Hethel engineers' attempts to update the Elan – first with bigger brakes and plusher trim, then fixed-frame electric windows and a better hood – no doubt improved the model, but it's the purist S1 that enthusiasts most covet.

Those paradoxes are largely down to those old fundamentals of the free market economy, supply and demand,

but they aren't limited to prestige marques. Adding a fuel-injected straight-six to the Triumph TR5 gave the long-running and popular TR range a welcome boost in performance, but it was really only a stop-gap until the styling could be brought up to date with the mechanically identical TR6 in 1969. With its sharper, more fashionable lines complementing the TR5's grunt, the TR6 was an instant success that secured Triumph's future, with 13,912 UK-spec TR6s – and a staggering 77,938 US-spec carburetted cars – rolling out of Triumph's Canley plant over six years. Some 34 years since the model's demise, however, that rampant production total has merely served to fuel interest in the 2947 TR5s that left the line in just over a year following the model's August '67 launch. Which is why TR5 values have rocketed in recent years, with good cars selling for £25k-plus and concours dealer fare at up to twice that sum.

All of which means that the 5's successor is a bargain option today: £8-9000 should land you a reasonable TR6, with even the sharpest re-shelled examples only hitting mid-teens. What's more, with its stonking performance and simple, handsome lines, the Triumph epitomises all that's great about rugged, thrilling classic British sports cars. To find out if that reputation holds true, we have a thoroughly sorted TR for a blast across the West Midlands. Once the great bastion of the UK car industry – and this car's birthplace – it's equally steeped in landmarks of British history. More importantly, it boasts some great roads on which to stretch the TR's legs.

We kick off in the scenic Warwickshire town of Stratford-upon-Avon, once home to the nation's most famous poet and playwright, William Shakespeare, who was born here in 1564. The town is also within spitting distance of the Cotswolds – just 10 miles down the A3400 – but the proliferation of tourist buses in the height of summer makes those narrow, stone-walled roads a bind, so instead we opt to head west towards Alcester. Once free of the traffic, the A422's gentle sweeping bends invite you to explore the performance of the torquey 2.5-litre Lucas-injected 'six', revelling in the thrum of the exhaust as it echoes off the hedgerows. Give it another inch of throttle and the surge in acceleration – combined with the sunlight reflecting off the TR6's bonnet – gives the first taste of the recipe for a classic British sports car: simple, predictable road manners and a delicious engine note. It's a combination that Triumph served up so well over the years, ever since launching its line of TR-badged, Standard-engined sports cars with the TR2 in 1953.

More than 60,000 examples of the classic 'sidescreen' TRs were made, but those raw early roadsters were not without their flaws and criss-crossing the back-roads to avoid a plodding farm tractor reveals one of the TR6's greatest virtues: independently sprung rear suspension. The switch to semi-trailing arms at the back came four years earlier with the TR4A, which paved the way for the brand's future development. When Triumph commissioned Italian styling house Michelotti to re-clothe the TR3A's chassis at the start of the 1960s,

it retained the cart-sprung live axle at the rear and the venerable 2138cc 'four'. Michelotti's efforts were a big hit, cementing the marriage of continental design and British engineering for years to come, but the TR4's underpinnings limited the car's success. Triumph's first move was to improve the handling by grafting on the 2000 saloon's independent rear end, but its extra weight dampened performance. Cue the installation of the saloon's six-cylinder motor, stroked to increase capacity to 2.5 litres, for the TR5.

With power up by a whopping 50%, the TR5 was an instant success. Motor described the new unit as 'magnificent' and 'the answer to an enthusiast's prayer', but it was clear that added grunt alone wouldn't be enough to ensure longevity. Automotive design was changing, with more rakish, sharp-edged looks becoming the norm, and Michelotti's curves were looking dated. Again design salvation came from abroad, but this time from Germany: Michelotti was too busy to take on a restyle, so Triumph looked to Karmann for a rework of the TR5's looks.

At first glance, the TR6's crisp lines appear entirely fresh. But picture a TR4 in your mind and you start to appreciate just what a masterpiece Karmann produced. The flatter, broader front end freshened up Michelotti's efforts, while the sharp, black-painted Kamm tail brought the rear right up to date. Yet the centre section was left unchanged to save cash – even the kink at the top of the door is made part and parcel of the new look. Yet if the average TR6

owner had never seen a TR4 or 5, they'd be none the wiser about their car's origins. Adding even more of a '70s feel was Triumph's range of colours: Saffron, Tahiti blue and searing Magenta were just some of the cool colours to be chosen from British Leyland's marketing palette.

This car's bright Mimosa yellow certainly has presence against the rolling fields of still-green barley as we spear our way through the villages of Inkberrow and Upton Snodsbury. Five miles further along the A422, we cross over the M5 and head into Worcester. This Tudor town on the River Severn is home to another famous English product: Lea & Perrins Worcestershire Sauce. Punch 'Midland Road' into your sat-nav and you can swing past the site of the original factory, which has been producing the bitter-sweet condiment since it was formulated by John Lea and William Perrins in 1837. Head a couple of miles further west along the B4204 and you can stop at the village of Upper Broadneath, where William Elgar – composer of the patriotic Pomp and Circumstance March #1 – was born in 1857. It's a fitting stop for a car that so aptly symbolises the genre. With the Healey axed a year before the TR6's launch and the MGC a flop, Triumph was the last marque to fly the flag for the appealing formula of affordable, six-cylinder sports cars that evolved in the 1950s and '60s from a handful of West Midlands factories and became coveted around the globe.

It was the combination of 150bhp grunt (or a mere 105bhp in the smog-strangled USA) and chiselled looks that

catapulted this TR from its '50s origins into the 1970s. Also underpinning its success was keen pricing: in January 1970, its showroom tag of £1367 was extraordinarily good value, when Jaguar's built-to-a-price E-type was £2294 and Mercedes-Benz's 280SL came in at a whopping £4466. No other six-cylinder roadster could come close for the money.

Roaring on through Worcestershire, we get a taste of why it hit the mark. The torque of that sonorous straight-six is thrilling, as the rear end hunkers down and the bonnet lifts. The engine's impressive tractability comes courtesy of the Lucas fuel injection, although that aspect of the car also came in for criticism in the press when it was new for rough running – caused by the 'hot' camshaft that lay behind the magic 150bhp figure. On an empty country lane, however, it's super-smooth when the rev counter starts to climb and the twin exhausts come on song, as you flick the overdrive in and out for bends.

It's not all impressive, mind: having that cast-iron straight-six planted over the front axle translates into a tendency to understeer, although that quickly evaporates when you pile on the power as you exit a corner. The cockpit is narrow, too, and the slightest pothole results in some alarming scuttle shake – both attributes that can be explained by the separate chassis, which dictated the car's width and was never likely to match the torsional rigidity of a monocoque structure over bumpy terrain. The seats don't recline and the cockpit is a bit of an ergonomic mish-mash, with an ignition barrel so

buried that you have to put your hand between the steering-wheel spokes to turn the key. But it's that sort of idiosyncrasy that provides the TR6's character – a 'live with it or do without it' aspect that seems to come with the territory.

With a view of open roads ahead across the long bonnet, those shortcomings are quickly forgotten as we surge on towards another local landmark. Half a mile west of Martley along the B4204, you'll find Shelsley Walsh, the world's oldest working motor sport venue. Pick any summer weekend and there's likely to be no shortage of British fare being thrashed up the famous 1000-yard hillclimb, which has changed little for more than 100 years.

In a way, the TR6 is the automotive equivalent of Shelsley: a car that delivered sufficient thrills to soldier on largely unaltered while rival products came and went. The addition of dished steel wheels (instead of pressed hubcaps) aside, the only significant change came in mid-1972 when the engine was detuned to 125bhp. The revision was attributed to a change from SAE to DIN measurement and a switch to a milder cam profile in the interests of smoother idling, but it was also rumoured that BL bosses didn't want the TR6 to outgun the new V8-engined Stag.

A drop in power was hardly the way forward, but with its outdated construction and the prospect of US safety legislation putting an end to convertibles Stateside, the TR6 was never going to be a candidate for

further evolution. Besides, BL had its corporate eyes on the TR7, the wedge-shaped monocoque coupé that so spectacularly failed to pick up where the 6 left off. Such commiserations are academic today, with the brand now long dead, so we turn off for a final stretch of B-road fun up to the top of Clee Hill and the superb view over the Wyre Forest.

From here it's less than 10 miles along the A4117 to Ludlow, foodie capital of Shropshire, or you can head north-west on The Long Mynd. The route south through the Brecons is tempting, too. Whichever you take, you're guaranteed roads as rewarding as the TR6 is to drive. And you can take even more pleasure from the fact that BL churned out enough to ensure that it cost you a third of the price of a TR5.

This article was originally published in the September 2010 issue of Classic & Sports Car magazine, which retains the copyright to all words and images.

Words: Graeme Hurst; pictures: James Mann



TRIUMPH TR6 BY THE NUMBERS

Specifications

Capacity	2.5 Litre, 2498cc (152.437 cu in)
Type	6 Cylinder, Overhead Valves, 2 Valves Per Cylinder, 12 Valves in Total
Configuration	Front, Longitudinal
Fuel System	Lu Fuel Injection
Bore & Stroke	74.7 mm × 95 mm, 2.94 in × 3.74 in
Bore/stroke Ratio	0.79
Power	52.1 PS (150 bhp) (111.9 kW) at 5500 rpm
Specific Output	60 bhp per litre, 0.98 bhp per cubic inch
Torque	222 Nm (164 ft·lb) (22.6 kgm) at 3500 rpm
Specific Torque	88.87 Nm/litre
Bmep	1116.8 kPa (162 psi)
Compression Ratio	9.5:1
Unitary Capacity	416.33
Coolant	Water
Brake Type	Disk Front / Rear Drum Brakes-Servo Assisted
Front Suspension	Independent Suspension / Coil Springs
Rear Suspension	Independent Suspension / Coil Springs
Aspiration	Normal
Main Bearing	4
Transmission	4 Speed Manual Transmission
Final drive ratio	3.45
Drive	Rear Wheel Drive
Performance	
0-50 mph (80 km/h)	6.30 s
0-60 mph (100 km/h)	8.20 s
0-100 mph (161 km/h)	29.00 s
Standing ¼ mile	16.30 s
Top speed	192 Km/h (119 mph)
Power-to-weight	132.74 bhp/ton

Source : uniquecarsandparts.com.au





Above – TR6 fitted with a 2.6 L engine and three double Weber

Above – 1974 Triumph TR 6 Rally Car



Above – Triumph TR 6 220bhp – Highly modified race car.



Above – This TR 6 was built by Group 44, then a competition arm of the American division of British Leyland, the manufacturer of the Triumph TR6. It was sold to Paul Newman, who won the National Championship in 1976.

Below – Paul Newman in his 1975 TR 6



Above – 1975 Triumph TR 6 / **Below** – 1970 TR 6



TR6 Restoration: Episode 5

By David Ferguson, TCCV member #773

There has been plenty of activity over the last few months trying to complete the TR6.

Since the start of the year, every removable panel has been off and refitted, the chassis packers have been moved around to improve the panel gaps, the wiring loom reinstated after a small fire, plenty of mechanical issues sorted and the interior fitted out.

There was a little fire in the wire between the alternator and battery due to a short in the alternator. Fortunately, only one wire was damaged and it was easily repaired. I have subsequently had fusible links fitted to all the 'un-fused' brown wires coming from the battery. These should have been installed new but Triumph's accountants must have had other ideas. I have had an auto electrician check over my installation and everything works. No shorts. No leakage and no problems. (If you think 12 volts is not enough to start a fire, think again.) Considering this car had started out life as LHD and non-overdrive, I was very happy that the RHD loom and A-type overdrive installation all worked. Even the custom-made loom needed changes and my modifications were given the tick of approval.

The soft top was then dismantled. It had some minor repairs to the hood done by the trimmer and the frame powder coated. It looks better than new. The underside of the soft top was looking a little motley, so I found some fabric paint and sorted it out. It is now a uniform matt black underneath.



The gearbox tunnel had been previously covered in some sort of rubber, presumably to reduce noise. It was all removed, the fibreglass sanded back and painted in ultra high-gloss white paint. It looks better than new but, of course, it won't be seen as it is under carpet. At least I know it is done properly.



The clutch and brakes proved impossible to bleed, a not uncommon

problem with TR6s. However, I replaced both master cylinders and the new ones worked just fine. It is amazing that brand new parts do not work straight out of the box but that's the case. The car now has plenty of brake and clutch pressure.



Next it was onto the interior fit out and some new skills. Playing with vinyl, underlay, carpet and adhesive is sometimes challenging. I had bought a couple of interior kits out of the UK and they were fine. Just a bit of trimming here and there, a bit of gluing and stretching in places and it all went together like a bought one. Installation of the seats was straightforward and I bought seat belts from Hemco in Ballarat. They are really helpful people and their products comply with Australian standards. They installed quite easily and seem to fit well.

I still have to sort out the poor fitting of the windows which I think is due to the Bailey Channel brackets (new stock). Until I work that out, I don't really want to wind up the windows for

fear of damaging them when the door is closed. The door seals are fitted but the door cards won't go on until the windows are sorted.



The engine turns over and will fire up when I put petrol in it!

Then it's off for a wheel alignment and a roadworthy certificate. Following that, I can get it on club plates and use it! (Is it OK to scrutineer your own car for the CPS?)

I am happy to answer any questions.

Working Clever

Story by Terry Thomas

Article titled and submitted by Alan Andrews,

TCCV member #572

I came across this article recently. There are some excellent points to bear in mind for those that do serious work on their classics in their own garage.

[Note: Terry Thomas is not the British comedian some may remember, but a guest writer for the American online magazine Classic Motorsports! –Alan Andrews]

Easy Cleaning

Even if you're just into show and shine, there are lots of tools that make it easier and less strenuous to wash a car. Modern spray cleaners don't require dragging out the hose and bucket – and can be used in the garage, too. A mitt or microfiber on a long handle makes it easier to clean the lower reaches of the car. When I wash a car outdoors with water, I use an air dryer to reduce bending over.

Work Comfortably

In the garage, there are a lot of things you can do to help preserve the decrepit hulk you now inhabit. First, make sure it's warm enough in winter to not aggravate your arthritic joints. I run a wall-mounted 5000 BTU space heater in the winter to get the garage up to a comfortable high 50s/low 60s.

Cooling is also a big deal as you age. Time to put a/c in the garage? It's frighteningly easy to get dehydrated quickly and the consequences can be severe. I make it a habit to stop

regularly for water, regardless of the temperature but even more importantly when it's hot.

Can You See?

Seeing stuff is another big item that gets harder with age. My garage is lit with a battery of high-intensity lights, together with skylights, but I also wear a lightweight, headband-style rechargeable LED light – less than \$20 – for most jobs. It's really bright, and I wonder why I spent so many years squinting in the dark at things. (Buy two, and charge one while you wear one, because they only last about 3 hours.)

I also have a large, lighted magnifying glass mounted on a stand on my bench next to the car for close inspections, part numbers and those teeny tiny etchings on sockets or stamped on fastener heads. I also have several sets of goggles with bifocal readers that I use a lot (also less than \$20).

Light is your friend. Today's headband-style, LED-powered lamps put the light exactly where you need it.

Use Leverage

Using hand tools that provide more leverage is a good way to relieve some stress and strain on your mangled mitts. I have a set of long-handled box end gear wrenches that allow me to reach deeper into an engine compartment while bending over less and my regular ratchet handles are extended-length.

Electric tools add a whole 'nother level of ease. I use my 18v 3/8-inch impact gun all the time, along with its

matching ratchet and rechargeable screwdriver. If they offered a battery-powered back scratcher, I'd have that, too. Battery-powered tools have pretty much replaced air tools in my garage as they are quieter, easier to use and, importantly, don't require a lot of strenuous hose wrangling.

Use a Safety Net

Anyone who works on old cars has found stray fasteners dropped by ghost mechanics of the past. A dropped manifold nut can be gone forever – unless you've stuffed a rag underneath to capture any escapees. When my grip became less reliable, I simply started using towels and rags to stop fasteners from falling out of my grasp.

Build Benches

I used to spend hours working on parts that were sitting on the ground, which generally involved a lot of kneeling and squatting punctuated by the occasional crawl across the driveway to fetch a rolled-away socket. No more.

I now have high benches along the walls of my garage, and I try to get everything up to a comfortable working level. If I have to get down low, I use a short roller chair, and I also use rolling carts both as worktables and as tool carts.

I try to avoid working on anything that's sitting on the ground: Waist-high is good, nearly chest-high is better. I also use floor mats designed for relieving stress on joints anywhere I'll be standing for any length of time.



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Banish Grease and Grime

Another thing I've discovered that saves a lot of stress and strain is dry-ice blasting the undersides and engine compartments of my cars. Nearly every time I've hurt myself, it has been because of a nasty, greasy and stuck fastener of some sort. Dry-ice blasting won't do much about the stuck part, but using it to remove decades of crud lowers the risk of slipping a wrench off of something and smashing a hand into something else.

And I want to spend my time in the garage working on the car, not cleaning stuff. Approaching each job with the thoughtful goal of reducing bodily wear and tear taking precedence over simply getting the job done will prolong the number of years I can keep at it.

Need a Lift?

Crawling around under a car held up by jack stands is simply a non-starter with the withered and desiccated wreckage that is my body. The question then becomes: What kind of lift? Options include a portable lift, a heavier scissor-lift or a more traditional two or four-post lift.

A lot can be done on a portable or heavier scissor-style lift, and I found I was using mine a lot – not only for mechanical things but also for detailing and waxing my cars.

I went with a BendPak over one of the lighter lifts due to the brand's reputation plus the ability to raise the car 44 inches – which is surprisingly high. Figure less than \$3000 to more than \$6000 depending on model,

capacity and style.

But even a scissor-lift has some real drawbacks for the weak-kneed: you still have to get down on the ground to set the lifting arms under the car. For jobs involving a lot of up and down, it's still tiring. I have, on occasion, decided not to do something on one of the cars simply because of the hassle of putting it on the scissor-lift.

That leads us to the full-sized lifts, which cost, say, \$5000 to more than \$8000. Two-post lifts are nice for their compactness relative to four-post lifts, and they allow better access to the suspended wheels and tires. But, again, setting the lifting arms under the car still requires at least two trips down to the ground and up again – hard on the back and knees.

I went with a four-post lift. With a four-poster, you can get under the car with a lot less strenuous effort. You just drive it onto the ramps and push a button. You don't have to bend over or squat down to work on the car. It's a great help. The four-post lift also lets me use things like purpose-built transmission jacks, which have replaced my previous method of trying to balance a 90-pound transmission on the head of a floor jack while it dangled above.



British Engineering – Italian Flair

By Alan Andrews, TCCV member #572

Every Triumph model from 1959 onwards, including Saloon, Estate, Dolomite, Stag, Herald, Vitesse, Spitfire, GT6 and all TRs (except the TR6, TR7 and Acclaim), owes its good looks to one man. Enter Giovanni Michelotti.



So, what can we say about this prodigious Italian car designer?

To start with, the sheer number of brands and models attributed to Michelotti is staggering. Other than Triumph, Alfa Romeo, Abarth, Aston Martin, BMW, Daf, Ferrari, Fiat, Jaguar, Lancia, Maserati, Moretti, Panhard, Renault, Siata and Volkswagen (and maybe others too) all employed Michelotti's talent at one time or another. For example, research indicates he designed 192 Ferrari models.

So, why is he seemingly not well known? His work was hiding behind the promoted brands: Pininfarina, Vignale, Touring, Ghia, Contessa, Sebring, Alpine, Grand Sport and so on. I can find no models being named after him as marketing promoted the brand, not the designer/stylist. Dozens and even hundreds of his early works are mostly custom-made special versions based

on expensive Italian, French and English cars. Interestingly, he also designed buses and trucks.

In Triumph circles, it is well known that he revamped an ugly factory design into the now famous Triumph Herald. And how he converted a 2000 saloon into the sleek, beautiful touring car we know as the Triumph Stag. Absolute genius. My view is that without Giovanni Michelotti, Triumph may easily have folded up much earlier than 1984.

(Note: Descriptive adjectives I used for the above-mentioned models are not related to any ownership I may claim. Lol).

But there were Triumph cars he designed which were rejected by Triumph executives or built in small numbers. Among others, there were these:

Vignale Bodied Triumph Italia



Serving as further proof of Michelotti's genius, the rare Triumph Italia combines British engineering with a Ferrari-esque coupe body. In total, just 329, or 330 examples were produced, each built over the TR3's chassis and running gear. In reality, the Italia is a showpiece rather than a serious contender for Ferrari customers.

Under the bonnet a cheap-to-run and maintain 2.0-litre straight four-cylinder engine cranked out 100 HP. The Italia,

both lighter and more powerful than the earlier pre-war Dolomite, could reach 60 mph in 12-seconds and topped out at 110 mph.

Triumph Fury



Ahead of its time for Triumph, the Fury prototype was a sign of better things to come. Sadly for the Michelotti-designed pop-up headlight adorned two-seater, Triumph, under Leyland Motors' control, shunned the brand's first monocoque design and stayed loyal to a separate body on frame platform.

In place of a new, stiffer, all-in-one chassis design promising the possibility of either a straight six or a 3-litre V8 Triumph, executives refused to invest in the new tooling required and rolled out the TR5, another popular, but much cheaper-to-build, body-on-frame sports car.

TR4 IRS Project



Another design he submitted to Triumph was the TR4 IRS. A prototype was never built, but a signed drawing exists.

TR5 Project



This too was deemed too costly to tool and mass produce. Once rejected, Giovanni drove the car for two years as his personal daily driver.

Future Triumphs

Giovanni Michelotti died on 23 January 1980. His design business closed down in 1991. BMW bought the naming and future production rights of the Triumph name in 1994 along with Austin, Rover, Land Rover, MG, Mini, Riley, Morris, and Wolseley.

Rumour has it that the Triumph marque may be resurrected by BMW.

Perhaps this is the shape of things to come? I wonder, given a model does come to fruition, if it will initially be better received by 'classic car aficionados' than the Chinese-built MG?





MEMBERS' INFORMATION

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

Club Membership

As at 30 April, our total membership remains at 266, as no new members joined during the month.

Renewal Notices

Please note that renewal notices will be 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 this email by the time you read this *Trumpet* edition, please contact me immediately. The due date for payment of membership subscriptions is **30 June**, although earlier payment would be appreciated.

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

Updates to Membership Details

If any details on your renewal notice are incorrect, please use the 'Update Details Form' available on the Club's website in the 'Members Only' section at: <https://tccv.net/members-only/updateform-iframe.php> The submitted form will be automatically sent to the Membership Officer.

Name Badges

Members are encouraged to wear their name badges 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).

Membership Benefits

Owners of any Triumph car are welcome to apply for TCCV membership, as are those non-owners with an interest in the marque, or others finding themselves 'between' Triumphs.

Club membership benefits include:

- Monthly magazine, the *Trumpet*
- Discounts at many parts suppliers
- Access to extensive tool & book libraries
- Information from other members on all Triumph car models
- Monthly meetings and guest speakers
- Monthly social events
- Trading forum via the TCCV website
- Special car registration through the VicRoads Club Permit Scheme (CPS)
- Technical days
- Annual Awards for Excellence
- Exclusive TCCV Facebook group
- Media gallery storage
- Triumph regalia
- AOMC – TCCV is a participating member of the Association of Motoring Clubs.

TCCV Membership

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

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

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

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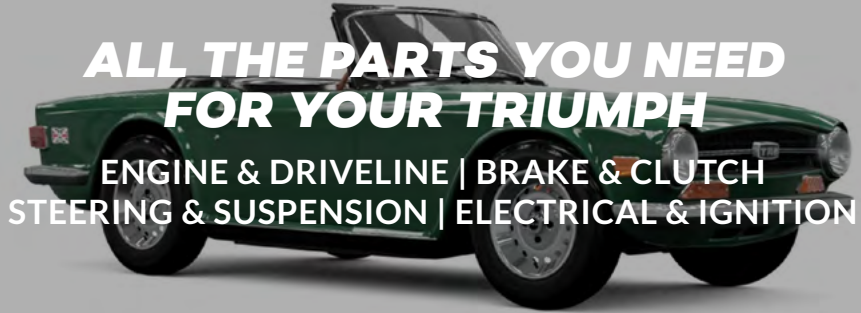
CAR ADVISORS

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



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