

The TRIUMPH

October 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



TRIUMPH 2000 & 2500



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

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

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

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

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

THE COVER STORY

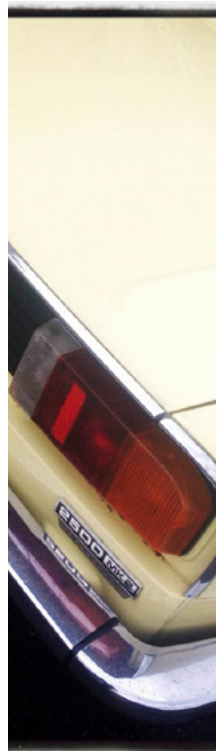


Cover photo - Triumph 2000 Mk. 2

From those wonderful people who brought
you the Stag, Dolomite, Dolomite Sprint, 2000,
2.5 PI, Spitfire, GT6, and TR6.
The new Triumph 2500 TC.



 **Triumph**
Individual cars for individuals



EDITOR'S NOTE

By Fran Madigan, TCCV member #904

The silly season is almost upon us, with the question of 'What are you doing for Christmas' being posed regularly. I don't know what I'm doing next week – and isn't it only March??

This month we are focusing on the Triumph 2000 and 2500, both designed by Giovanni Michelotti.

Many thanks to Roger McCowan who has provided us with a couple of articles in relation to the 2000/2500 Mk II Saloon, outlining details of how to replace the interior light and install a glove box lamp.

Another of our members, Bernie Minogue, has written a very interesting piece about hill climbing and some of the locations in and around Melbourne where this exciting form of motor sport has taken place. The 31st Rob Roy Historic and Classic Hill Climb is scheduled for 19 November and the MG' Car Club has invited us to display Triumph vehicles at the event to celebrate 100 years of MG and Triumph. TCCV Secretary David Ferguson is managing the TCCV list, so be sure to contact him if you are able to attend and display your car.

If you are interested in car forums (or even fora), Alan Andrews has compiled

a list relating to Triumph cars. But as Alan says, with forums you need to be careful with suspicious URLs or anything that looks a bit dodgy. If you do find any other interesting forums, or if you think the TCCV should develop one of its own, let me know and we can revisit the issue in a future edition of the *Trumpet*.

Finally, my apology for a typographical error in the September edition of this magazine noted by our Membership Secretary. I think we have a few more members than 50! Our August membership actually stood at 250, and as of 30 September, we have 256 members! And we welcome our newest member, Amando Vescio, the proud owner of a Stag. We look forward to seeing you at future events and meetings.

Once the current minor glitch in the spring weather passes, enjoy all the forthcoming events and getting out and about in your Triumphs.

COPY DEADLINE

ANY TIME IS GOOD!

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

Please forward to editor@tccv.net
or contact

Fran Madigan on 0403 133 063



WHAT'S AROUND THE CORNER?



TCCV general meetings:

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

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

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

OCT. 15 / Lara Lions Classic Car Show

Venue is the Pirra Homestead, 108 Windermere Road, Lara. \$10 show cars, \$2 entry per person.

OCT. 15 / 2023 B24 Liberator Museum Tour

TSOA has invited TCCV to join them to visit this museum. Arrive at the museum car park at 10.15am, corner Princess Highway and Farm Road, Werribee. Museum entry is \$10 pp for tour of the B24 and 3 other restorations currently in progress. Lunch: Bunnings-style sausage sizzle \$10pp. Please book ASAP so TSOA can finalise tour details as minimum of 15 people is required to start the B24 engine.

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

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

Secretary David Ferguson is managing the TCCV list. Contact him – secretary@tccv.net 0417 463 110 – if you are able to attend and display your car. Free entry for cars on display. Entry fee for classics not on display – \$20 (TBC).

NOV. 19 / Shannons American Motoring Show

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

NOV. 24-26 / Geelong Revival Motoring Festival

At the Geelong foreshore. General entry is free. Purchase tickets for The Pits and the VIP Zone and register to display your classic on their website.

DEC. 3 / TCCV Christmas Party

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

JAN. 24-26 / Festival of Motoring

AOMC and RACV are running this event at Cruden Farm to support Beyond Blue. Display vehicles must be pre-booked. \$20 per entry; includes passengers. Entries close 15 December 2023.

APR. 26-28 / Florence Thomson Tour

Entries close 24 November 2023.

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 I sit here looking out the window seeking inspiration, the gentle spring rain bucketing down brings my thoughts to the excellent waterproof

quality of some new soft-top materials and the amazing ability of others to completely filter the water as it drains through to the seats below ...

Our experience of owning a Stag (and an E46 BMW 330Ci convertible) over the last 25 years or so has included replacing and repairing soft tops, changing seals and regularly treating the fabric with a waterproofing compound. An 'old' and grotty soft top can make a car look like a complete wreck, while a new or cleaned refurbished one (in combination with a good detail and cut-and-polish job) can lift the appearance of the vehicle – and your opinion of it – to a new high.

Before you spend thousands of dollars on a new soft top, investigate the marvellous new products in the market designed to clean, waterproof and treat the various mohair, duck and vinyl products used to fabricate them. A small investment to restore the fabric can save (or at least delay) spending thousands on a new one.

Opinions vary as to whether available treatments should contain silicones, secret polymers, waxes, etc. We've tried cleaning and waterproofing products from Meguiars, Mothers, Autoglym and Bowdens Own and have settled on Bowdens Own products (no affiliation) as they're easy to use, readily available, made by an Aussie company which

supports the local classic car scene, and doesn't leave any sticky finish. And it really does clean the top making it waterproof and looking good. I'd be interested to hear about Members' choice of cleaning products for their soft tops and why they prefer them.

Hopefully we won't be needing tops up (with apologies to the tin tops) for much longer as we head into summer, but it's important that the soft top is cleaned, dried and properly treated with appropriate waterproofing and fabric conditioning before it gets stuffed back into its folded position for the next six months or more. A well-treated soft top will re-emerge after summer without signs of shrinking or perishing, and look like new for years to come.

Please check the tccv.net website for some very interesting events coming up over the next few months. One in particular, which would be great to get the kids and grandkids involved in, is the Florence Thomson Tour 2024 for female drivers in classic cars. It will be held from 26 to 28 April in Gippsland and is run to celebrate the pioneering spirit of Mrs Florence Thomson who was the sole female entrant in the 1905 Dunlop Reliability Motor contest between Sydney and Melbourne. Entries close on 24 November – we could put together a 'team' if enough are interested.

Mechanical checks for this month – tyres (age and condition), wheel nuts/spinner, 'ding' the spokes on wire wheels to find any loose or broken ones, brake fluid levels, radiator hoses, and oil colour and level. That should do it ...

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

TRIUMPH 2000 & 2500

An Overview

From Wikipedia, the free encyclopedia



Triumph 2000 Mk. 1 Saloon

The Triumph 2000 is a mid-sized, rear wheel drive automobile produced in Coventry by the Triumph Motor Company between 1963 and 1977. It was introduced on 15 October 1963.

Larger-engined models, known as the Triumph 2.5 PI and Triumph 2500 were also produced from 1968.



Engine

The 2000 used the six-cylinder engine first seen in the Standard Vanguard at the end of 1960. However, the last of the six-cylinder Vanguards had applied

a compression ratio of 8.0:1 which the increasing availability of higher octane fuels enabled the manufacturers to increase to 8.5:1 for the Triumph. This, and the fitting of twin Stromberg 150 CD carburettors, made for a claimed power output increased to 90 bhp (67 kW; 91 PS) from the Vanguard's 80 bhp (60 kW; 81 PS).

Running Gear

Standard transmission on the original car was a 4-speed manual gearbox: overdrive and Borg-Warner Type 35 3-speed automatic transmission were options. The unitary body had independent suspension all-round with semi-trailing arms at the rear, all using coil springs. The servo-assisted brakes were disc at the front and rear drums.



Rover P6 2000

Market Place

Triumph's 2000 competed with the contemporary Rover P6 2000, which initially was offered only with a four-cylinder engine. The Rover was also released in October 1963, just one week before the Triumph.

Styled by Michelotti, the Triumph had a slightly longer wheelbase and was slightly wider, with a correspondingly more spacious interior, than its rival. Together, the cars defined a new market

sector in the UK, promising levels of comfort and luxury hitherto associated with larger Rover and Jaguar models, but with usefully lower running costs and purchase prices, all in a modern package.



Triumph 2000 Mk. 1 Saloon

Triumph 2000 Mk.1 & 2.5 PI Mk.1

The Mk. 1 was presented to the public at the London Motor Show in October 1963, and volume sales began in January 1964. Continuing in production until 1969, this version came in saloon and, from 1965, estate forms.



Triumph 2000 Mk. 1 Estate

The estate, its body shell partly built by Carbodies, was in the Mk. 1 version the same length as the saloon. Various minor improvements were made during the period of which the most noteworthy, probably, was a significant upgrade in October 1966 to the “previously rather ineffective” ventilation, with eyeball vents added in the centre of the fascia and the heater controls repositioned beneath them.



In October 1968 the 2.5 PI (petrol injection) Mk. 1 was launched, fitted with a Lucas Automotive mechanical fuel injection system. Performance was very good, but the PI models (along with the TR6 models) gained a reputation for unreliability and poor fuel economy.

In Australia, these models suffered badly because of the summer heat. The electric fuel pump commonly overheated causing fuel to vaporise and render the engine inoperable until the pump cooled down. The overheating of the pump was caused by a combination of very high pressure fuel loads (over 110 psi (7.6 bar)) and a pump that was adapted from what was originally a windscreen wiper motor. As such, it did not cope well with sustained pressures in moderate to high ambient temperatures. Because of the launch late in the Mk. 1's life, there are relatively few PIs in the original shape.

Triumph 2.5 PI Mk. 1





1971 Triumph 2000 Mk. 2 Saloon

Triumph 2000 Mk.2, 2.5 PI Mk.2, 2500TC and 2500S

In October 1969, the Mk. 2 range was launched, styled, like its predecessor, by Michelotti, and preparing the car for the 1970s. The front of the car now followed the lines of the then-upcoming Triumph Stag grand tourer. There were entry-level 2000 models, which were the most plentiful, but the remainder of the range consisted of 2500, 2500 TC and 2.5 PI models. Apart from the PI (petrol injection) models, all Triumph 2000 and 2500s had twin Stromberg or SU carburettors, the "TC" suffix on some models can seem misleading in this respect as it stood for a higher equipment level. In June 1975 the 2500S model, with 14 inch (356 mm) wheels and anti-roll bar, was added: it replaced the 2.5PI which had quietly disappeared from the showrooms two months earlier. This marked the end of fuel injected engines for the car, but improved acceleration was claimed for the twin carburettor 2500S and its slightly less expensive 2500TC sibling. These new versions featured an extensive list of other, mostly minor, improvements, of which the most significant were probably those affecting the ride and handling:

these resulted from suspension changes including an anti-roll bar. The Estate in the Mk. 2 version was 5 inches (125 mm) shorter than the Mk. 2 Saloon, because the rear bodywork of the car was carried over unchanged from the Mk. 1 version, and as with the Mk. 1, built by Carbodies.



1977 Triumph 2500TC

The Mk. 2, the last big Triumph car, ceased production in 1977, supplanted by British Leyland's corporate executive car, the Rover SD1. Six-cylinder 2300 and 2600 versions of the new Rover would nonetheless be powered by engines designed by Triumph, originally intended to replace the older 2000/2500 units. The last production car, a 2500S estate (BOL87V), is kept at the Heritage Motor Centre.

Triumph 2500 PI Mk. 2



Overseas assembly

Various models were assembled in South Africa, with the later 2500TC and 2500S being badged Triumph Chicane in that market between 1973 and 1978.

In New Zealand, CKD production of the Triumph 2000 continued at New Zealand Motor Corporation's Nelson plant, with 2500S models until March 1979. Sir Rob Muldoon, New Zealand's then Prime Minister, privately owned a white 2500S and had been known to drive to work in it. This car is now owned by a member of the Auckland Triumph Car Club.

The 2000 was assembled in Australia by Australian Motor Industries. A special version was known as the 2000MD ('Managing Director'), which had

special features such as knock-off wire wheels, triple Stromberg carburettors, and the battery moved to the boot. Total production of the 2000MD was approximately 100.

Today

Many of these cars are still on the road, supported by owners' clubs and specialist parts.

The 2000 and derivatives are also popular with modifiers owing to common parts and engines shared with other Triumph models such as the TR6, GT6 and Vitesse.

Motor Sport

Factory-entered 2.5 PIs finished 2nd and 4th in the 1970 London to Mexico World Cup Rally.



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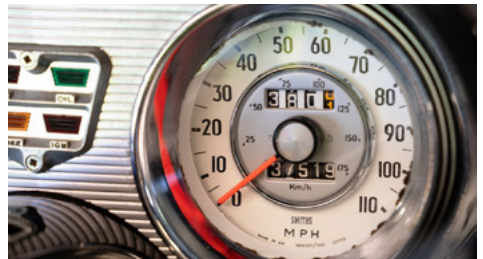
www.caulfieldjag.com.au
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1966 TRIUMPH 2000 Mk. I

<https://www.historics.co.uk/buying/auctions>





1977 TRIUMPH 2500S

<https://www.taketotheroad.co.uk/video-feature-triumph-2500s/>



1965 TRIUMPH 2000 BY THE NUMBERS

Specifications

Designer	Michelotti
Years of Manufacture	1965
No. of Doors	4
Front Track	1320 mm, 52 in
Rear Track	1280 mm, 50.4 in
Capacity	2 Litre, 1998cc (121.925 cu in)
Type	6 Cylinder, Overhead Valves, 2 Valves Per Cylinder, 12 Valves in Total
Configuration	Front, Longitudinal
Sump	Wet Sumped
Fuel System	2 Stromberg Carburettors
Bore & Stroke	74.7 mm × 76 mm, 2.94 in × 2.99 in
Bore/stroke Ratio	0.98
Power	90.2 PS (89 bhp) (66.4 kW) at 5000 rpm
Specific Output	44.5 bhp per litre, 0.73 bhp per cubic inch
Torque	158 Nm (117 ft·lb) (16.1 kgm) at 2900 rpm
Specific Torque	79.08 Nm/litre
Bmep	993.7 kPa (144.1 psi)
Compression Ratio	9:1
Fuel Capacity	63.6 Litres, 14 UK Gal, 16.8 US Gal
Unitary Capacity	333
Catalytic Converter	No
Main Bearings	4
Transmission	4 Speed Manual Transmission
Final drive ratio	4.10
Drive	Rear Wheel Drive
Brake Type	Disk / Drum
Total Length	4415 mm, 173.8 in
Total Width	1650 mm, 65 in
Height at Kerb Weight	1420 mm, 55.9 in
Wheelbase	2690 mm, 105.9 in
Length Wheelbase Ratio	1.64
Ground Clearance	150 mm, 5.9 in
Kerb Weight	1170 Kg, 2579 Lb

Performance

0-50 mph (80 km/h)	9.40 s
0-60 mph (100 km/h)	13.60 s
0-100 mph (161 km/h)	
Top speed	153 Km/h (95 mph)
Power-to-weight	76.07 bhp/ton

Source : uniquecarsandparts.com.au

1976 TRIUMPH 2500TC BY THE NUMBERS

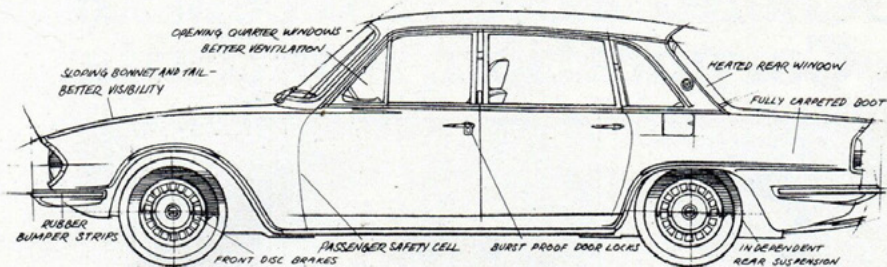
Specifications

Designer	Michelotti
Years of Manufacture	1976
No. of Doors	4
Front Track	1334mm, 52.5 in
Rear Track	1346 mm, 53 in
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
Sump	Wet Sumped
Fuel System	2 Stromberg Carburettors
Bore & Stroke	74.7 mm × 95 mm, 2.94 in × 3.74 in
Bore/stroke Ratio	0.79
Power	107.5 PS (106 bhp) (79 kW) at 4700 rpm
Specific Output	42.4 bhp per litre, 0.7 bhp per cubic inch
Torque	189 Nm (139 ft-lb) (19.3 kgm) at 3000 rpm
Specific Torque	75.66 Nm/litre
Bmep	950.8 kPa (137.9 psi)
Compression Ratio	8,5:1
Fuel Capacity	63.6 Litres, 14 UK Gal, 16.8 US Gal
Unitary Capacity	416.33
Catalytic Converter	No
Main Bearings	4
Transmission	4 Speed Manual with Overdrive
Final drive ratio	3.45
Drive	Rear Wheel Drive
Brake Type	Disk / Rear Drum Brakes-Servo Assisted
Front Suspension	Independent Multi Sequential Coil Springs
Rear Suspension	Independent Sequential Trailing Arm / Coil Springs
Total Length	4655 mm, 183.3 in
Total Width	1715 mm, 67.5 in
Height at Kerb Weight	1435 mm, 56.5 in
Wheelbase	2692 mm, 106 in
Length Wheelbase Ratio	1.73
Ground Clearance	127 mm, 5 in
Kerb Weight	1223 Kg, 2696 Lb

Performance

Power-to-weight	86.67 bhp/ton
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Source : uniquecarsandparts.com.au

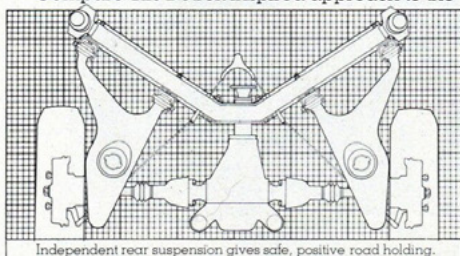


Built to a bluechip blueprint.

To some manufacturers, building a luxury car around the \$7,500+ mark is a cold hearted marketing exercise.

Their basis is usually a \$5,000 family car. A thirsty V8 is lumped in. Some luxury padding and options are added inside. Some badges added outside. Just to make sure the world knows you are driving a luxury car.

Compare this Detroit inspired approach to the



Independent rear suspension gives safe, positive road holding.

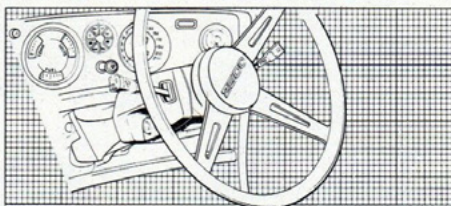
concept of Triumph 2500TC. A car originally conceived and designed from the start as a luxury vehicle.

Independent rear suspension is rare around the \$7,500 mark. Yet it achieves the ideal balance between luxury ride and sporty roadholding which Triumph consider essential.

A thumping V8, however, is not essential. Ample performance is provided by our 2.5 litre



Seat design - rubber strapping, diaphragm and thick foam - greater comfort, less fatigue.



Control stalks for indicators, wipers, screen wash, horn, light flashers, dip - hands need not leave the wheel.

six. Twin S.U. carburettors boost performance so it competes favourably with smaller Australian V8's. While economy is comparable with its nearest 4 cylinder Swedish rival.

Triumph's bucket seats and steering column can both be adjusted to select a tailor-made driving position.

The control stalks on the steering column allow you finger tip control of a half dozen instrument functions. Yet your hands never have to leave the wheel. From its walnut dash and door cappings to heated rear window and

carpeted boot, Triumph 2500TC is certainly a benchmark by which to judge the \$7,500+ Australian luxury cars.

In fact, it's what they would be, if only they had been built to a bluechip blueprint.



Triumph 2500 TC.

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For a free brochure, and the name of your nearest Triumph dealer, contact: **Sydney:** Mr. G. Kendall, Triumph Cars, 82 Parramatta Rd, Lidcombe. 2141. Phone (02) 648 5411. **Melbourne:** Mr. M. Ambrosius, Triumph Cars, 2161 Princes Highway, Clayton North. 3168. Phone (03) 547-6611. **Adelaide:** Mr. P. Jones, Triumph Cars, 52 North Terrace, Kent Town. 5067. Phone (08) 42-8311. **Brisbane:** Mr. J. Morgan, Triumph Cars, 1709 Ipswich Rd, Rocklea. 4108. Phone 277-4111. **Perth:** Mr. J. Julian, Faults Pty. Ltd. (L.D. 0441) (Triumph), 500 Hay Street, Subiaco. 6008. Phone 81-3133. **Hobart:** Mr. D. Miles, Sparco Leyland, 161 Murray Street, Hobart. 7000. Phone (002) 34-3021.

LA3814

TIME, NOVEMBER 22, 1976



Triumph outsells every other luxury car in Australia. (SOURCE ADAPS)



When Triumph 2000 offers the same luxury value as any other car in the class, for around \$2000 less than the nearest competitor, its sales success isn't surprising.

What is surprising are the high price features Triumph manages to make standard, for a relatively low price.

A brilliantly aesthetic Michelotti body design, for instance. It contains a saloon in the best British tradition, with individual ventilation to each passenger, radio, and true woodgrain trim. It conceals the technical refinements of independent suspension, disc brakes, and a six cylinder 90 horsepower engine. Or 100 in the fuel-injected Triumph 2.5.

At \$2,000 less than the next car that can match this, Triumph proves one more thing. Triumph owners are more than successful. They're smart.



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2000/2500 Mk-II Saloon Interior Light

By Roger McCowan, TCCV member #8

The concept for the Saloon's interior roof lamp was good – a circular domed light fitting which could be rotated so that the inbuilt lens provided a stronger light beam in the desired direction (*towards driver, towards passenger or towards the rear passenger area*). As well as operating via the door switches, it incorporated a switch so that the light could be turned on or off independently of door operation. In concept it was good, in practice it left a bit to be desired, especially for Australian conditions. Mainly due to the heat of our summer sun, the plastic mounting plate only lasted a few years before becoming brittle, then cracking and breaking. Such failure meant that the bezel could not be held in place because one or more of its retaining lugs had broken off. It also meant that the mount for the integrated switch would break, rendering the switch useless.



I bought my 2500S in 1983, just five years after it had been manufactured. By then, the interior light fitting was showing signs of failure. Blue-Tack was used to keep the bezel from falling down. Over the years, it got worse, even although the car was garaged whenever possible. Furthermore, I felt that the illumination provided by the light, even without the bezel, was barely adequate. The photo bottom left shows the state of the mounting plate. Neither Rimmer Brothers nor Rob Sport International stock replacement light fittings, so I investigated alternatives.



At Jaycar, I found a possible replacement (see above) for the princely sum of \$37. It is slightly larger in diameter than the original mounting plate, but it is only 6mm (1/4") thick! It came with a mounting template and screws, along with a long electrical lead. For my purpose, I needed only 10cm length. After cutting it to length, I attached colour-coded Lucar male spade connectors.

Using the template, I transferred the layout to a piece of 4mm thick masonite. Using the old mounting plate,

I was able to position the screw holes so that the masonite plate could be screwed into the roof of the car exactly where the original light was.

In the car's wiring, the purple wire provides power to the light fitting, and it has a 6mm Lucar female spade connector. There is a 4mm Lucar female spade connector with two purple/white wires, which run to the door switches. These close the circuit to earth when a door is opened. I had to replace this connector with a 6mm female spade connector to match the male connector I had attached to the new lamp. (Note: if I had a supply of 4mm male spade connectors on hand, I would have simply used one if these on the new lamp, and therefore not needed to replace the female connector for the purple/white leads.) There is also an earth lead with a 4mm female spade connector, which was connected to the integrated switch. Since the new lamp does not have an integrated switch, this lead is not needed and can be tucked out of the way in the roof cavity.

After cutting the masonite and drilling the various holes that were needed (two to attach the plate to the roof and three to provide for attaching the lamp), I found that the screws provided were far too long, so after screwing them into the masonite to the correct depth, I cut off the protruding lengths.

The photo top right shows the masonite mounting plate in place and the lamp's wires connected. Note that the positive lead on the lamp is connected to the purple lead, and the negative lead on the lamp is connected to the purple/

white leads.



The photo below shows the lamp in place. It is very neat. The only drawback is the absence of a switch to turn the lamp on without needing to open a door. I have a couple of ideas for a solution, but what I now have suits admirably.



2000/2500 Mk-II Saloon Glove-box Lamp

By Roger McCowan, TCCV member #8

Back in the day, the engineers at Standard-Triumph were very innovative with their designs for the Triumph range of cars. Like all good designs, implementation/production costs were minimised as far as practicable. It is therefore particularly disappointing when someone in the decision-making chain (an accountant, perhaps) decides that it is too extravagant to provide a particular feature, and vetoes the idea.

Such is the case with the illumination for the glove-box (or lack thereof) in the big saloons. The moulding for the glove-box has an aperture in the upper left of the casing for the provision of a small lamp. The spring-loaded plunger for pushing the glove-box door open when the catch is operated incorporates an electric earth switch, being the same device used for the door switches (why devise something different when an existing component can do the job perfectly?) See Figure 1.

Not long after I bought my 2500TC in 1976, I fitted a small light-globe to the glove-box, using a mounting socket from an old valve radio. After buying my 2500S in 1983, I missed not having illumination in the glove-box. I didn't have another valve radio to dismantle for the lamp, so the glove-box has been in the dark for 40 years. But no longer!

Advances in technology have made many things easier, including this project of installing a lamp in the glove-box. A visit to the local Repco outlet located a 'Front Clearance Lamp'

as used on vans and trailers. Operates on 12V with a LED lamp and a relatively low profile and small footprint. It came with leads already connected and of sufficient length for my intended purpose. See Figure 2.

First step was to remove the glove-box, then drill holes in it for the mounting plate and for the electrical lead to pass through (see Figures 3 & 4). After attaching the mounting plate, I connected a small bullet connector (see Figure 5) to the ground lead and a piggy-back male-female spade connector (refer to Figure 5) to the positive voltage lead. It was then a simple matter to insert the bullet connector into the glove-box opener switch. Then disconnect the power supply lead to the clock, connect the lamp lead with the double connector onto the back of the clock, then connect the supply lead onto the male spade of the double connector. That's it! Job's done! See Figure 6.

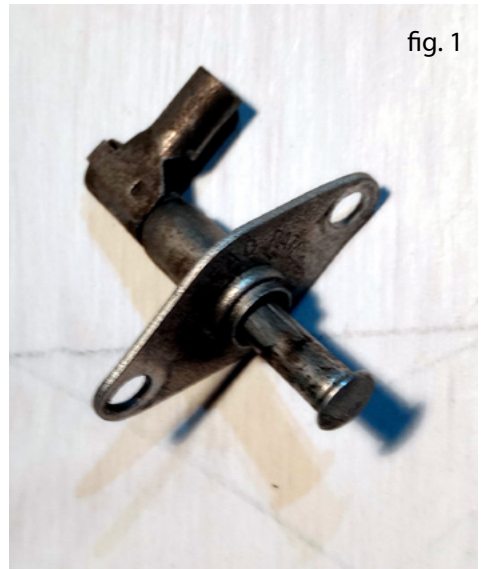


fig. 1



fig. 2

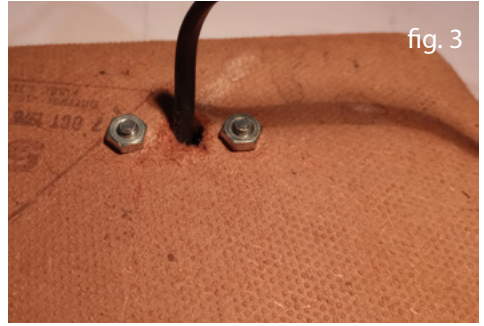


fig. 3



fig. 4

fig. 5



fig. 6



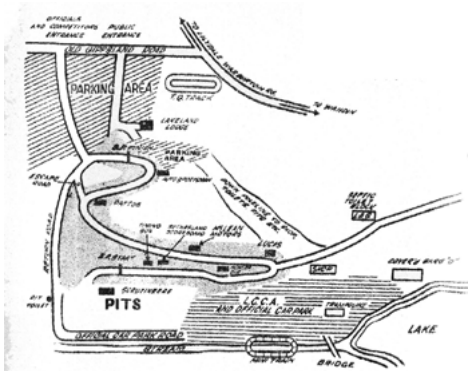
HILL CLIMBING

By Bernie Minogue, TCCV member #981

Sources – Leon Sims *A History of Rob Roy* and MG'CC website

Hill climbing is an exciting and thrilling form of motor sport in which a driver competes against the clock to complete an uphill course, usually involving surface dips, varying road cambers, tight corners and steep inclines. Every type of car you can think of has been used, modified or purpose built as specials, including Triumph, MC, Jaguar, Porsche, Bugatti, Austin, Lotus, Ford, Holden and many more. There were many 'climbs' in Melbourne's outer suburbs or rural areas, including Rob Roy, Templestowe and Lakeland.

Lakeland Hill Climb



Lakeland Hill Climb Circuit

After bushfires of 1962 destroyed the Rob Roy Hill Climb in Christmas Hills, the Light Car Club of Australia relocated its activities to Lakeland Park, situated six kilometres east of Lilydale on Old Gippsland Road, about 50 metres on the left from the corner of the Warburton Highway. The land was owned by Jim Abbott, a

racing entrepreneur, whose interests included *Auto Sportsman* magazine, The Melbourne Racing Car Show held at the Exhibition Building, Lakeland and other businesses. The Hill Climb was popular during the 1970s due to its easy access, close to the Warburton Highway. Upon Jim Abbott's death, the Marque Sports Car Association volunteers maintained and ran meetings for a number of years up to 1985. By then, the required levels of upkeep and maintenance became beyond them and ultimately Abbott's widow sold the land to a developer who subdivided it into smaller allotments.



Lakeland Hill Climb - Nice Lilydale and Dandenong Ranges vistas

Some of the drivers at Lakeland included Jim Abbott, Paul England, Paul King, Murray Bingham, Bob Watson, Graeme Blanchard, Barrie Garner, Alan Hamilton and Peter Brock.

Templestowe Hill Climb

The 969-metre-long by 3-metre-wide track was designed and constructed in 1951 by members of the Victorian Sporting Car Club. Under a loose arrangement with farm owner Andy Andrews, the club had access to

the venue on an agreed number of occasions per year, when Andy would move his grazing cattle to a river paddock away from the track.



Templestowe Hill Climb Circuit

The track was located to the north of the northern end of Blackburn Road and considered a real hike from built-up Melbourne. The topography was described as steeply rising land and the track featured a section known as "The Wall" with a gradient of 1 in 2.5 feet. As the track wasn't sealed, dust was an enormous problem, as was traction at the ascent of 'The Wall'. Over the next 15 months, considerable expense and member effort was devoted to bitumen sealing the track, but not the downhill return road. This made for some spectacular viewing as The Wall was described as the steepest stretch of bitumen in Australia.

In the early 1950s, the Patons Brake Replacements Company actively supported the Templestowe Hill Climb and supplied a massive pair of brake shoes which were erected at the starting line.

Famous drivers tackling the climb included Lou Moling (HRG), Lex Davison



Initial location of the PBR brake shoes at the Templestowe Hill Climb Circuit

(Alfa), Harry Firth (MG'), Stan Jones (MG'), Norm Beechey (Holden FX) and Peter Brock (179 Austin A30). The track record in 1951 was 70.6 seconds and in 1969 it was 47.6 seconds. A total of 99 multi-club hill climbs were held at Templestowe during its 36-year history. The encroachment of housing development ultimately forced the hill climb's closure in 1987 and I'm wondering if any other car club members besides Keith Brown competed at Templestowe.

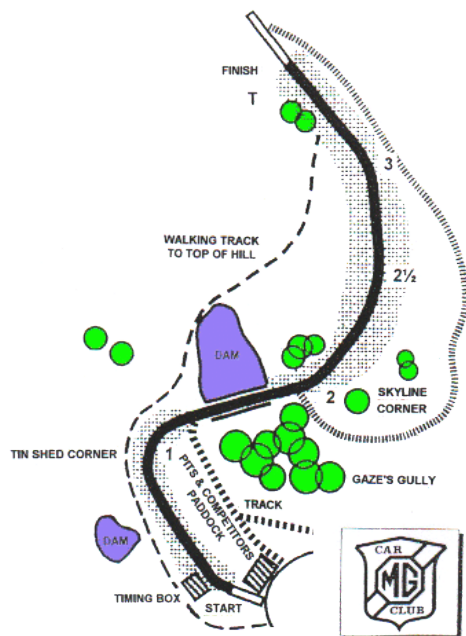


Keith Brown competing at Templestowe Hill Climb in his TR3a

After the club's April breakfast at Beasley's Nursery, I decided to do the Car Race Hill walk, established by the Manningham Council. The walk begins at the nursery, follows the Mullum Mullum Creek and links up to and includes approximately two-thirds

of the Old Templestowe Hill Climb, including the infamous The Wall. The walk then heads through the housing estate and winds back to Beasley's Nursery, covering about 2.7km, taking about one hour with medium difficulty. A bit of nostalgia for the car enthusiast in a very scenic environment – a very enjoyable walk. For details Google 'Car Race Hill'.

Rob Roy Hill Climb



Rob Roy Hill Climb – original circuit

Rob Roy started its life as a Shetland pony stud and Pleasure Ground. Owner Bill Clinton established the property as Clinton's Pleasure Grounds, some 30km north-east of Melbourne, where companies would transport their employees for a day of picnicking and other recreational delights. In 1935, members of the Light Car Club of

Australia inspected the property with the aim of establishing a hill-climbing venue.

Opening on 1 February 1937, the Rob Roy Hill Climb was the first purpose-built hill climb in Australia. Cut out of the bush, it included an uphill half-mile graded dirt road, a judge's box and telephone boxes at the start and finish. In 1939, the track was sealed and became one of only three bitumen surfaced purpose-built hill climbs in the world, the other two being the Shelsley Walsh and Prescott courses in the UK.

In 1962, bushfires ravaged Rob Roy and it lay unused for another 30 years until the MG Car Club of Victoria secured a 10-year lease on the property and faithfully restored the track to host a bustling schedule of hill climb events. During the period, an immense amount of fundraising and voluntary work was put in by MG' CC members in all areas of reconstruction. In 1989, the MG' CC acquired the old PBR brake shoes from Templestowe, restored them and re-erected them at Rob Roy on 18 November 2009.



Re-erected PBR brake shoes at the Rob Roy Hill Climb circuit

Some famous drivers to display their skills at Rob Roy include Harry Firth,

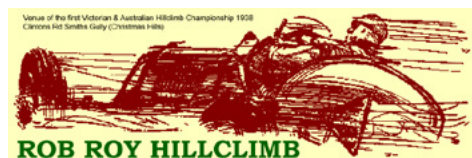
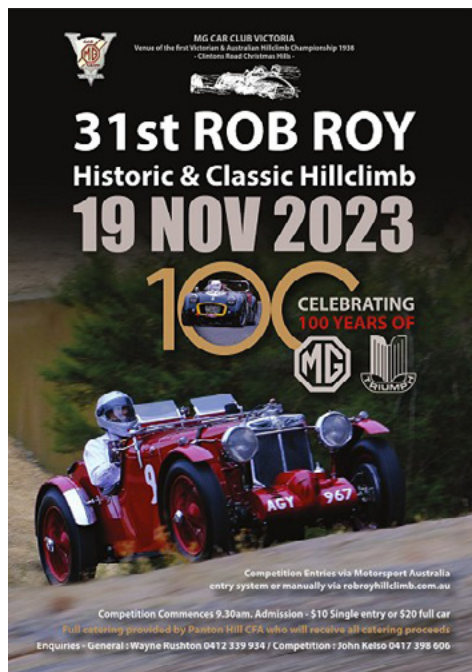
Stan Jones, Lex Dawson, Bill Patterson, Doug Whiteford, Peter Whitehead, Reg Hunt, Tony Gaze, Len Lukey and triple F1 World Champion, Jack Brabham. No hill climb events were run at Rob Roy from June 2022 to March 2023 while extensive improvements were made to the facilities. These included track, return road and internal roads sealed, improved spectator areas, toilet upgrades, expanded rotundas and improved picnic areas. For more details and photos Google 'MG' Car Club of Victoria' and click on the Rob Roy home page.



On 19 March 2023, Peter Welten, Brian Churchill, Dave Vass and I attended the Rob Roy Revival where 75 historic and classic racing cars competed for awards. Best time was Laurie Bennett in a 1970 Elfin 600-1600CC at 26.66 seconds. Others were event patron John Bowe in a 1966 Chev. Corvette – 7000CC at 32.7 seconds – and the amazing old sports car of Louis Santin in a 1934 Singer Le Mans – 1656 CC at 31.17 seconds.

The MG' Car Club has invited the TCCV to put on a display of Triumph vehicles at the 31st Rob Roy Historic and Classic Hill Climb on 19 November 2023, celebrating 100 years of MG and Triumph. The MG' CC was impressed with the display of over

100 Triumphs at the RACV Motoring Show at the Caribbean Gardens in February this year. Let's have a big roll up of TCCV Triumphs at this event.



Rob Roy location: 375 Clintons Road, Smiths Gully (Christmas Hills), off the Eltham-Yarra Glen Road almost opposite Simpson Road.

Competition starts at 9.30am – spectator entry from 8.30am.

Admission – single entry \$10.00, full car \$20.00. CASH ONLY.

Full catering provided by Panton Hill CFA or bring your own picnic lunch.



Triumph Forums

By Alan Andrews, TCCV member #572

Having been suggested at the September General Meeting I thought I would investigate what Triumph Car Forums are already available on the internet. So, I Googled "Triumph Car Discussion Forums". Two seconds later I had pages of links.

Each requires an account to post questions and replies, but no account is needed on most to view existing posts. Some accounts are free and open to anyone anywhere in the world, while others are restricted to members of a particular car club or other organisation with access being a benefit of membership or employment.

Creating a free account is straight forward enough. Choose an ID and password, disclose your name, email address, town/city, country, postcode, maybe DOB, a phone number, what British cars you own or a reason for joining. They all use the reCAPCHA anti-spam verification system, or

something similar, to ensure a human is completing the form, and a box to click to agree to the site's Terms and Privacy Policy. Once the Register button is clicked an email to confirm the email address used is sent. Once confirmed, the Registration is completed but still has to be approved and activated by the forum's administration. Once email confirmation that the account has been approved and activated is received, the account is ready for full use.

Most forums are sectioned into separate Triumph models and other headings, making it easy to hone in on models of interest and general topics. Again, posts can be viewed without an account.

A recognised digital danger of engaging in forums is the threat posed by scammers. A typical warning taken from Triumph|British Car Forum is as follows:

"A friendly reminder – be careful what links you click on here. If a link is posted by someone you don't know, or the URL looks fishy, DON'T CLICK. Spammers sometimes post links that lead to sites that can infect your computer, so be mindful what you click."

Forum administrators and their organisation absolve themselves entirely of any end-user issues in this regard. **So please beware ...**

Here are just a few Triumph-based Forums from the internet. They are in no particular order.

Triumph Experience Forums

This forum is linked to a parent website:

The Triumph Experience : Your Online Car Club. To post to the forum you need to create a free account as described above.

Triumph | British Car Forum

A 'Dear Guest' message invites non-members to upgrade and purchase an annual subscription. Totally optional. I proceeded to Register for a free account instead.

Forums – The Triumph Sports Six Club Forum (tssc.org.uk)

Rather than sectioning into Triumph models, this forum uses categories such as Engine, Cooling System, Gearbox & Overdrive, Bodywork & Fittings, etc. It also has a Members Only forum.

BritishV8 Forum: Triumph Sports Cars

A 'Chat with an online expert now' option presents itself immediately you enter this site.

Forums – TR Register Forum (tr-register.co.uk)

This forum seems restricted to TR Register UK members and their families.

Triumph – Automotive Forums.com Car Chat

This is a forum for a vast number of car makes. Triumph is limited to GT6, Spitfire, TR 6, 7 and 8. There is a General Discussion section.

Classic Car Forum Australia – Auto Forums – Shannons Club

On opening this site, an invitation to 'Join the Club' appears, but is not necessary to view existing posts. Membership is free. Categories include

General, Buy Swap Sell and Wanted, Events, Mechanical, Restoration, etc. Using the 'Search' facility for Triumph will reveal some interesting posts covering many topics. Registered members can opt to receive regular emails.

F R U M

I leave the following four URLs, and the many others listed in the Google search results pages, for personal research and pose these questions:

1. Does TCCV want or need its own Club Forum?

If so:

2. Would it be exclusive to members or open to all?

3. Who would administer it?
Nominations welcome!

Email your thoughts to Editor Fran for possible publication in a future Trumpet: editor@tccv.net

– Home | Triumph Stag Forum (freeforums.net)

– The Triumph Dolomite Club – Discussion Forum – The Triumph Dolomite Club

– Forums – Stag Owners Club Forum (socforum.com)

– Triumph 2000 Register Forum – THE TRIUMPH 2000/2500/2.5 REGISTER



YESTERDAY & TOMORROW?
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Find out more - next month





MEMBERS' INFORMATION

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

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

Club Membership

As at 30 September, our total membership stood at 256.

Our new member who joined during September is:

Amando Vescio Stag

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

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

Name Badges

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

TCCV Membership

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

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

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

NOTE



Current Advertising Rates

11 issues published annually

\$500 full page, \$250 half page
Advertisers to supply artwork
(specifications can be supplied).

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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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