

The Trumpet

June 2021

The Triumph Car Club of Victoria Magazine



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The *Triumph Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A0003427S)



The Triumph Car Club of Victoria is a participating member of the Association of Motoring Clubs.

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

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Life Members:

- Syd Gallagher †
- Roger McCowan
- Graeme Oxley
- Fay and John Seeley
- Lionel Westley †

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*Past copies of **Triumph Trumpet** are available in the Members' section of the Club website www.tccv.net. The webmaster can provide the necessary password to access this reserved area. Design and production of the **Triumph Trumpet**: Roger McCowan.*

For the Preservation of the Triumph Marque

Front Cover Photograph

On the cover this month is Barrie & Rose O'Shea's TR4A IRS at the 2021 New Members Day. Barrie & Rose joined the TCCV in early 2020 as members # 963 but due to all the restrictions this was the first New Members Day since joining and along with all our newer members we welcome them to our club and look forward to seeing them at many future events.



Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
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Please note: The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

Well at least I got to attend one TCCV event in my newly restored Stag before we were put into lockdown again. The New Members Day was a lively and enjoyable event with lots of new members and enthusiastic new female members who we look forward to being active in the club.

As if another lockdown was not bad enough some of our members were also subjected to the devastating storm across the top of the Dandenong Ranges on the 9th June. We were without mains power for 12 days and then it was restored by generator. Unfortunately the mobile phone reception has dropped from its usually poor level to almost non-existent but at least NBN put a temporary tower in Sassafras allowing us reasonable e-mail access – so we have now been able to get back into this issue of the *Trumpet*.

Fortunately for us we only had one uninvited visitor, a large Council tree that entered via our access agate and flattened the driveway lighting. A burnt out circuit breaker and refrigerator destroyed by presumably high voltage line coming in contact with our supply before it was disconnected was our only other damage. Lots of cleaning up in the garden of course but a drive down the mountain and the mile after mile of destruction and fallen trees made us realise how lucky we were. Vice President Peter was not so lucky with his brand new caravan taking the brunt of a



Continued on page 5

COPY DEADLINE for July Trumpet

Friday 2nd July

Please forward to editor@tccv.net or contact Roger on 0447 762 546

Upcoming Events!

June 2021

16th TCCV – General Meeting.
CANCELLED due to COVID restrictions.

July 2021

11th TCCV – Presidents Lunch.
Venue: Royal Victoria Motor Yacht Club, 260 Nelson Place, Williamstown. Enjoy a 3-course meal (shared entres and desserts, individual mains) for just \$40 per head. Arrive 12:00 noon. Convoy departing Brandon Park Shopping Centre car park 11:00am. Route details TBA. SECURE parking at Savages Boat Yard. Cars viewed only by yacht club members. Register as usual. Booking cut-off date is midnight: Sunday, 4 July 2021.

21st TCCV – General Meeting.
7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

August 2021

18th TCCV – Annual General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

September 2021

12th Beaumaris Concourse Car and Bike Show. Venue: Beaumaris Shopping Centre precinct, Reserve Road, Beaumaris. Details TBA.

15th TCCV – General Meeting.
7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

October 2021

3rd Euroa Show and Shine. This annual event is back this year. As in previous years, there will be a trophy for the best Triumph on the day. Convoy details TBA.

7th to 11th TCCV – 16th Combined Vic & ACT Triumph Clubs Rally:
Wangaratta. Book Gateway Quality Inn Wangaratta, 29-37 Riley Street, Wangaratta. Phone: (03) 5721 8399. Thirty five rooms have been reserved at this 4-star motel. The rooms are reserved under "Triumph Car Club of Victoria" - mention that when you book. Rooms have been reserved from check-in Thursday to check-out Monday, but you can vary that when you book. [The itinerary is here.](#)

20th TCCV – Annual General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

November 2021

17th TCCV – Annual General Meeting. 7:30pm. Venue: Manningham Club, 1 Thompsons Road Bulleen.

Click here to refer to the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with “TCCV”.

Events Co-ordinator: Peter Welten M: 0409 511 002 or events@tccv.net or ann.welten@bigpond.com

Note: Use the links on the website to register your attendance. You can also see who's already registered AND to look for your own name.

tree that also removed the corner of his garage. At least no Triumphs damaged!

Look forward to seeing lots of you at the Presidents Lunch next month.

Linda Makin

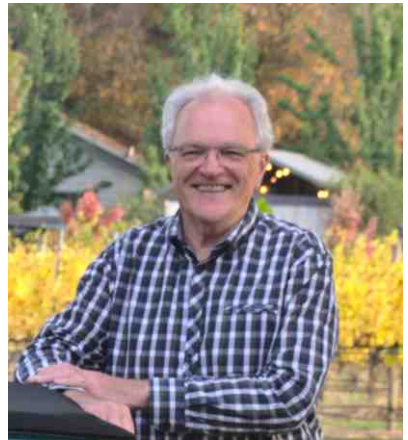


Peter Welten's Garage and Caravan

On becoming President and having to choose a catchy phrase for the President's Report I think I should have put more thought into it as every time there seems to be a "Road to Recovery" another curve ball gets thrown at us either by the Government or the weather.

At the time of writing we have just emerged from yet another lockdown and the restrictions still prevent us having enough people together for a General Meeting. I do hope we get better news regarding this before the proposed July meeting date of 21st July. Further updates will be circulated via Trumpet1 e-mails.

It was great that we were able to hold our New Members Day and see such a great turn up of new members and cars. In all 61 people attended the event of which 48% were new members. It was fantastic to see the new members spread out among longer-term members and enjoying the day. It is also good to see our female members becoming more involved and attending events and meetings and I think it is time that we ask them to organise an event. 28 Triumphs were present and only 11 were Stags – where are the other 95 Stags in our club?



Roger's Road to Recovery

Continued on page 6

Roger's Road to Recovery

As President I receive many calls and e-mails requesting clarification on Club Policies and modifications to vehicles. I always try to refer the inquirer to the correct person or piece of legislation. I have been asked quite a few times lately about changing gearboxes in vehicles. If you go to the **TCCV website – Club Permit Scheme – Guidelines for Modification to CPS Vehicles Before 1969** or **Guidelines for Modification to CPS Vehicles After 1968** the information is quite clear. In particular it quite clearly states that you can change an automatic gearbox for a manual (or vice versa) providing that the gearbox to be fitted was originally available for that model car. If it is a different gearbox, an engineer's report certifying the modifications must be obtained and that opens a can of worms whether the vehicle is then required to be on M (modified) plates rather than H (historic) plates – an answer yet to be clarified.

In addition the AOMC is currently working with Club Permit Officers with respect to changes being proposed to the CPS by VicRoads that I am sure we are going to hear a lot more about in the near future.

The so-called President's Lunch is our next Club Event on Sunday 11th July. The good news is that the event can go ahead (subject to Government whims) and we have 69 already registered to attend but room for more so register on the website ASAP.

Meanwhile stay safe, stay well, and keep polishing those Triumphs.

Roger

Chris Sallmann was unable to change gears quickly enough to obey each speed limit on this entrance to ANU.



Parts Wanted

Don Bruce (Member #801) is looking for an original set of TR4 sunvisors to complete his restoration.

If you can assist please call Don on 0408 509 554.

Carburettor Selection Based on Science

A carburettors function is to timely deliver fuel and air to cylinders. Deciding which modern carburettors to install to a newly rebuilt engine can be based on science as well as personal cosmetic preferences. Personally, I particularly like the look of the twin HS2 SU setup on Gerald. Also they can be scientifically shown to be more than adequate for the almost 1200cc engine on the chassis.

Carburettors are “sized” by the amount of air they can flow measured in cubic feet per minute, CFM. As one CFM is equivalent to 28,316.8466 cubic cm per minute, it makes sense to use CFM rather than CCmM. The sizing should closely match the engine’s needs for economical running and peak performance.

An engine’s capacity is clearly one factor of this sizing, but its maximum rpm and volumetric efficiency, VE, are also important. For example a large engine running at low engine speeds may need less carburettor than a smaller engine running at higher speeds.

An engine’s CFM needs can be calculated using this formula:

$$\text{CFM} = ((\text{rpm} \times \text{displacement}) / 3456) \times \text{volumetric efficiency}$$

The formula uses cubic inches as the engine’s displacement. Gerald’s almost 1200cc is equivalent to 73 cubic inches – a long way from the TR6 2500cc / 152 in3 or the Stag’s 3000cc / 183 in3, or my son’s 6000cc / 366 in3 650 BHP Holden GTS.

If we assume 80 percent volumetric efficiency for a stock engine, a stock Triumph TR6 needs 211 CFM at 6000 rpm.

If we add performance modifications to the engine, the VE increases, as does the CFM needs. Likewise if the maximum rpm is changed the CFM needs will also change. Port and polishing cylinder heads and inlet manifolds, adding turbo and superchargers improve VE demanding more CFM of the carburettors. This table shows how improved VE affects CFM for Gerald, TR6 and Stag:

RPM	Gerald 80%VE	Gerald 100%VE	TR6 80%VE	TR6 100%VE	Stag 80%VE	Stag 100%VE
1000	17	21	35	44	42	53
2000	34	42	70	88	85	106
3000	51	63	106	132	172	159
4000	68	84	141	176	169	212
5000	85	106	176	220	212	265
6000	-	-	211	264	254	318

Carburettor Selection Based on Science

So what size carburettor is best for a particular engine? This table, sourced from the internet, may be useful giving a guide to carburettor CFM delivery. Note that the flow numbers are only a guide!

Carburettor	CFM
SU 1.25 HS2	110 (220 in pairs)
SU 1.5 HS4	132 (264 in pairs)
SU 1.5 HF4	142 (284 in pairs)
SU 1.75 HS6	210 (420 in pairs)
SU 1.75 HF6	240 (480 in pairs)
Weber 32/36 DGV	300 (2 venturis per card)
Weber DCOE40 (30mm venturi)	320 (2 venturis per card)
Weber DCOE40 (34mm venturi)	350 (2 venturis per card)
Weber DCOE45 (36mm venturi)	420 (2 venturis per card)
Weber DCOE45 (38mm venturi)	440 (2 venturis per card)

Once the CFM needs of our engine are known, a carburettor size and setup to match it can be decided upon. For Gerald, even at 5000 rpm, which frankly is not attainable without breaking the internals, twin HS2's at 110 CFM each is more than adequate for the 106 CFM at 100% VE.

Research indicates it is better to go a bit oversized than undersized, but not too far. Installing too much carburettor will reduce power at lower engine speeds as the engine floods with too much fuel being forced into the combustion chambers, fouling the plugs and leading to poor fuel economy. Too less carburation and not enough fuel/air is delivered under acceleration and high-speed driving causing the engine to run lean exhibiting pinging.

Of course, there's still one more factor to consider: Just because a carburettor flows a certain amount of air doesn't mean it will flow that much when it's on the engine. Why? The manifold between the carburettor and the cylinder head has to flow well,

Carburettor Selection Based on Science

too. Some designs flow better than others. This is another reason why you'll want to pick a carburettor that flows a bit better than you need—you can probably expect losses from the manifold, especially if it's a stock piece.

Alan Andrews

TCCV member #572

Footnote: Volumetric efficiency in an internal combustion engine design refers to the efficiency with which the engine can move the charge of fuel and air into and out of the cylinders. It also denotes the ratio of air volume drawn into the cylinder to the cylinder's swept volume. More specifically, volumetric efficiency is a ratio (or percentage) of the mass of air and fuel that is trapped by the cylinder during induction divided by the mass that would occupy the displaced volume if the air density in the cylinder were equal to the ambient air density.

Volumetric efficiency (VE) in internal combustion engine engineering is defined as the ratio of the mass density of the air-fuel mixture drawn into the cylinder at atmospheric pressure (during the intake stroke) to the mass density of the same volume of air in the intake manifold.

Reference: https://en.wikipedia.org/wiki/Volumetric_efficiency

A Mechanic's Lament

I'm an overworked and underpaid technician in an automotive shop.
I'm supposed to know the answers from the bottom to the top.
I should diagnose the problem with just a single look,
and if I fail to fix it, the customer thinks I'm a crook.
But technology in the auto industry is advancing every year,
and for all the systems I must know, I simply have no peer.
I must be more electrician than the man who wires the home,
for the wiring system in the car outstrips the Astrodome.
Electronics now have made the scene, and more are coming yet,
some models now will far exceed the circuits in your television set.
A hundred different fuel systems I must adjust and meter,
each far more complicated than the furnace or water heater.
There are models, makes and systems, some several hundred strong.
And new ones coming up each year to help the scheme along.
Now compare me to the doctor, whose prices make mine meagre.
Yet folks revere his expertise even more impressed and eager.
The human body hasn't changed in twenty thousand years,
and every model works the same, from the ankles to the ears.
There's lots of books he has to read, his procedures to define,
but for every page in his field, there are twenty-five in mine.
There are no comebacks and no warranty, you pay for what you get.
And then come back and pay again if he hasn't fixed it yet.
Everybody has one body, and no one has more,
but when it comes to motorcars, you're flat-out keeping score.

New Members Day, 16th May



New Members Day, 16th May



New Members Day, 16th May



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To say that I was apprehensive at the prospect of driving a 45-year-old car (a Stag, what's more) from Melbourne to the Sunshine Coast of Queensland and back again would be an understatement. There are stories within the Club of members experiencing car problems when going on Club runs, such as the combined events with the TCC-ACT. In all probability, these cars have been well maintained and were thoroughly checked-out before embarking on such expeditions.



When one considers that my Stag has been in a driveable (I use the term loosely) condition for about 15 months over the past 16 years only serves to heighten my concerns of what I might expect on a 4000km journey.

For readers who might not be aware, my Stag is not quite “standard”. I have modified the cooling system (no, not the Davies-Craig electric pump approach) as well as converting it to run exclusively on LPG. The other significant change was replacing the BW-65 automatic transmission with the Stag manual plus overdrive gearbox. Prior to getting the car back on the road a bit over a year ago, I did the sensible thing of replacing all the braking system components, and some of the steering components (tie-rod ends, etc.) But nothing else apart from a new set of tyres.

My preferred route was via the Newell and Gore Highways. Adding to the apprehension was the fact that there are no fuel stops selling LPG along the sector from Gilgandra to Goondiwindi, a distance of some 450km. I had an expectation that the car would make that distance, but to date that had not been proved.

Despite the apprehension, I set off and soon had feelings of exhilaration as the Stag cruised along the highways – it really is a Grand Tourer – a nice change from our “modern motor” which features German firmness in the seats, stiff suspension and low profile run-flat tyres, all of which combine to ensure that one is well and truly shaken (not stirred) before one gets even partway through the journey.

On the way up, I stopped at Gilgandra so that I could fill up early next morning before heading for Goondiwindi. With petrol, once the pump shuts off, one can usually (gently) squeeze in an extra litre or two, giving a few extra kilometres to the range. With LPG, the Automatic Flow Limiter says “No, that’s enough, you’re not putting another drop in!”

For coming home and on the basis of my observed fuel consumption, I decided to run the risk of driving all the way from Goondiwindi to Dubbo (an extra 65km), and

Apprehension or Exhilaration

made it with about 5 litres to spare!

The only shortcoming with the car's performance over the whole trip was the wind whistling through the tiny gaps between the hardtop and the car itself – a project for another day.

The Stag running on LPG is a delight to drive. I could cruise through a country town at the posted speed limit of 40km/h in overdrive top gear, then, once out of town, accelerate up to the speed limit effortlessly without changing gears. I had initially undertaken the conversion to LPG 11 years ago but a couple of setbacks prevented the project reaching completion until a little over a year ago, and now LPG is being phased out in favour of battery-powered cars. After this Queensland trip went so well, I regret not having been able to enjoy driving the car for the previous 10 years. Anyway, I'll enjoy the exhilaration while I can.

Roger McCowan

TCCV Member #8

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Classic Motorsport Magazine

Story and photographs by Dirk De Jager, Staff Writer for the magazine

Submitted by Alan Andrews, TCCV member # 572



This Coupé Francorchamps belongs to a Belgian enthusiast who has a soft spot for drivable cars with storied pasts. In this case, “Made in Belgium” was the reason he acquired the little sports coupe.

Even though it looks like a normal TR2, much of this car is bespoke—like the doors, which slightly differ from the English-made ones. The locks are unique to the Belgian-built cars, too, as they were sourced locally. So is the sunroof, which came from a factory next door in Nessonvaux. It also features far more chroming than a standard example, and some of its parts are from the Triumph Mayflower bin.

The interior is what really sets the Belgian car apart, though. Once inside, that big glass roof draws your attention right away. It gives the cockpit a nice, airy feeling so you don't really notice you're in a tiny, enclosed car. It's actually surprising how spacious the car is considering how narrow most early TRs feel. A TR2 isn't the most spacious of cars, and that's without a solid roof or actual side windows.

To make its version a bit more comfortable, Impéria made the most of precious millimetres of leeway. It nudged the seats 50mm closer together for more elbow room

The Belgian-Made TR2 – Part 2



The Francorchamps Coupé initially looks like a British-spec TR2, but then you notice the details—like the dual shift levers, with the second one operating the overdrive unit.

and dropped the floor 25mm to create some extra headroom. Even the steering wheel sits a bit more inboard.

If you're in the mood for some fresh air, you can pop open the sunroof or even remove it completely—you'll have to leave it at home, though, as it doesn't easily fit in the car.

Another difference from the British spec: There are two shift levers, a standard one and then a smaller one below it for the overdrive. That overdrive works on all four forward gears.

Once on the road, it feels just like any other TR. Despite the steel roof and more luxurious interior appointments, the Belgian car weighs just 62 extra kilograms. The weight difference doesn't really bother at all and gives the Coupé Francorchamps a firm but similar planting on the road. Even the overdrive gearbox is easy to use and works like a charm. (Since Triumph parts are used throughout, service should be easy.)

Most bystanders are left to wonder what just drove past. The exterior offers two clues: the Francorchamps badge on the back and one small Impéria plaque on the side. Like the company that created it, this car's ambition stands unnoticed. Yes, it's a true rarity hiding in plain sight.

The Belgian-Made TR2 – Part 2



Ever spot a Triumph TR2 sporting these details? We didn't think so.



Owner:
Jonathan Ignatidis

Incorporating
Automotive Service Centre

736 Heidelberg Road
Alphington, VIC 3078

(03) 9499 6475

info@automotiveservicecentre.com.au

Locations of Club Permit Officers

To assist members needing to renew their Club Permits and get them signed, Club Permit Officers (CPOs) are located across the metropolitan area. The table below shows the CPOs and their respective suburbs. Their contact details are on page 32.

<i>Name</i>	<i>Role</i>	<i>Location</i>
Tony Cappadona	Club Permit Secretary	Albert Park
Denise McGuire	CPO	Newport
Peter Mayer	CPO	Mt Martha
Terry Roche	CPO	Blackburn South
Nick Skinner	CPO	Newport
Noel Warden	CPO	Rowville

Peter Mayer

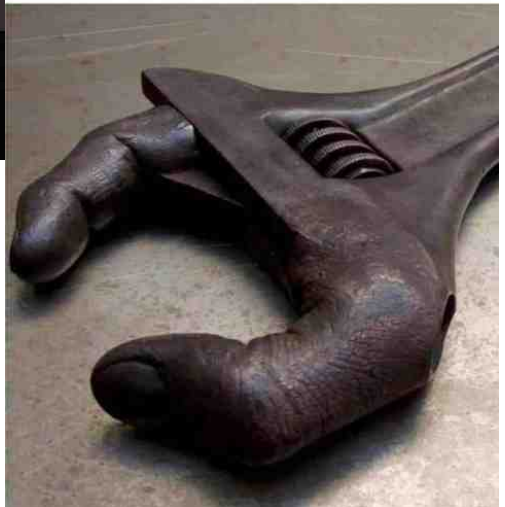
Smile a While



In 1959, a coffee maker was an optional extra in Volkswagen cars.

Submitted by Chris Sallmann

When it needs to be just finger tight



Submitted by Graeme Johnstone

Members Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 28).

Club Membership

As at 31st May, our total membership remains at 253 as no new members joined during May. By the end of May, 101 members had renewed their subscriptions. I trust that the remainder will renew during June. Renewal notices were emailed on 3rd and 4th May; it seems that some got redirected to Spam folders. If you haven't seen your renewal email, check there. If it still can't be found, please email me (address below) and I will send the renewal notice by return email.

Subscription Renewal Notices were sent to all members (most by email). If you have not received yours, please contact me as soon as possible. Payments are due by 30th June.

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

The wearing of name badges at meetings and events assists members getting to know each other as well as identifying TCCV members at public events and is encouraged.

Please advise me if you require additional/replacement badges.

Roger McCowan
membership@tccv.net

TCCV Membership

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

\$20.00 once off Joining Fee applies from 1st July to 31st December only

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

Triumphs on the Web

There are many interesting Triumph websites on the internet. This section lists the best of the Triumph and Motoring related websites, if you know of a good site not listed send me the link and I'll put it in this section.

Georgia Triumph Association

www.gatriumph.com

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.tregister.co.nz/

The Dolomite Homepage

<http://www.triumphdolomite.co.uk/>

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

The username and password needed for you to upload your photos to the Club's Shutterfly collection are available via the website's 'Members Only' section.

Information about Shutterfly is available in the 'Photo Gallery' section of the website. Email to photos@tccv.net if you have any queries with the process.

Club Contacts

Committee

President	Roger Makin	president@tccv.net	M: 0447 762 546
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Volunteer Positions

AOMC Delegates	Peter Welten, Terry Roche, Colin Jenkins	aomcdelegates@tccv.net	
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Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
GT6/Herald/Vitesse	David Glenny, Alan Andrews	Stag	Graeme Oxley, Jim Ostergaard
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