The TRIUMPH

TRUMPET

August 2025

The Triumph Car Club of Victoria Magazine

WHERE ON EARTH DID YOU COME FROM?

For the Preservation of the Triumph Marque

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

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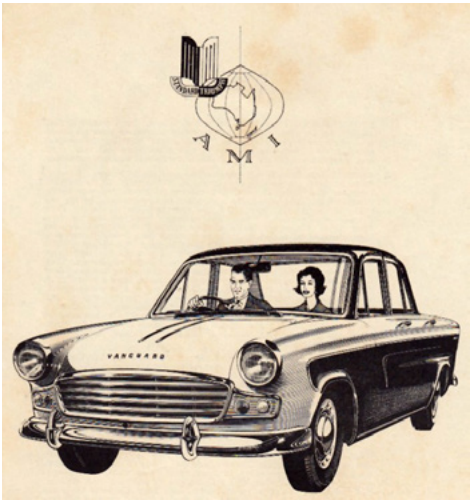
Design and production of the *Trumpet*:
Fran Madigan, editor@tccv.net

THE COVER STORY

Recently, a Triumph TR2 assembled in Ireland came up for sale in Tennessee. Who knew? (see page 12).

We must remember that Triumph was a global operation with 12 assembly plants around the world, like those in Belgium, New Zealand, South Africa, India, Malta and yes, Ireland. In this issue we look at some of these and we find some strange local outcomes – but for now we start by looking closer to home and the Triumph cars assembled here in Australia.



Australian Motor Industries

From Wikipedia, the free encyclopedia

Start of production

The origins of Australian Motor Industries can be traced back to 1926 when J.F. Crosby decided to invest in Eclipse Motors Pty Ltd of Melbourne. In 1929, the company secured the Victorian agency for Standard Motor Company's cars, then changed the company name to Talbot and Standard Motors, and began a steady period of expansion with the Standard marque through the 1930s. In 1952, the Crosby family formed a holding company, Standard Motor Products, in cooperation with the Standard Motor Company of England to assemble cars at a new assembly plant in Port Melbourne. The subsidiary company responsible for vehicle assembly was the Standard Motor Company (Australia) Limited. It made the Standard Eight, Vanguard, Spacemaster, and the Triumph Mayflower.

Import tariffs on vehicles had encouraged the growth of the Australian vehicle body-building industry since the early 1920s. The tax concessions varied with the degree of local content.

Changes within the industry saw the principal manufacturers' consolidation and the smaller body-builders' demise. The Port Melbourne assembly plant was one of many new facilities set up to meet the postwar demand for new vehicles. By 1955, the assembly complex had expanded to 33 acres (13 ha; 0.052 sq mi) of land and the new engine assembly plant had a capacity of 100 engines per eight-hour shift.

Standard Motor Products Ltd was unusual in the Australian motor industry because of the high Australian shareholding of the company; 88% in 1952, when the Australian company bought out its English partner. The remaining shares were held by the Standard Motor Company (SMC).

For more, go to page 6.

CLUB PERMIT
EDITOR
VICTORIA

Ah, August! The last month of winter. It's always good to have something to look forward to, and spring is such a lovely time of the year. Not to mention beautiful flowers.

The TCCV Annual General Meeting is on in August too – make sure Wednesday 20 August is in your diary. It's being held at the usual venue for monthly meetings, the Manningham Hotel & Club, 1 Thompsons Road, Bulleen. Or, if you are unable to be there in person, make sure you join the meeting on Zoom via a link on the website home page.

And make sure to get your nominations in for any of the Committee or Volunteer positions too – AGM Nomination and Proxy forms are also on the TCCV website home page.

In this month's *Trumpet*, we look at some of the locations around the world where Triumphs have been manufactured – including Australia. A few of the models and their designs are quite surprising.

Thanks to TCCV members Alan Andrews, Graeme Oxley and Peter Welten for their contributions to this month's *Trumpet*. Coverage of our events and articles of interest to our members that may appear online or in other publications are so important for the ongoing viability of our magazine.

As this is likely to be the last edition of the *Trumpet* for me as editor – and Jimmy Carreras as graphic design guru – I want to take this opportunity to thank those members who have contributed articles, event coverage and photographs over the past few years. The *Trumpet* is your magazine, and it needs your input to continue to flourish.

Prepare well for spring driving!

President's Ramble

By Tony Cappadona, TCCV member #662

Hello members, its August already and that means it's time for our AGM. I don't know about the rest of you but for me it doesn't seem like our last AGM was 12 months ago. We have been receiving nominations for committee and volunteer positions; if you would like to nominate for something it isn't too late. Nomination forms are on the website, or call any one of the committee members if you would like to discuss further. One position we haven't resolved is that of the *Trumpet* Editor and Designer. Fran and Jimmy have done a fantastic job over the last few years; however, they would like to hand the position on. I'm sure they would assist any newcomer to get up and running.

It seems we have slowed down a bit for winter, and meeting numbers have been down a bit. Next meeting, being the AGM, it is important that we have a good turnout, so please come along and help make it a good night.

We have had a few events since I wrote my last report. For our annual Show and Shine at the National Steam Museum we were fortunate to get a sunny day which combined with a good turnout of various Triumph models which made the event very successful. Noel Warden is a member there and gave me a tour of the locomotive shed. One of the locomotives he showed me was one that he restored at home during the pandemic. Stu Smith also ran into an old work colleague. He worked with Stu at GM as an engine designer – he is the person who drives around on the old Chevrolet chassis.

We also had the President's Lunch at the Upper Yarra RSL, Yarra Junction. Again, this was a sunny day which made it ideal for a drive. We had a good turnout of about 40 people – thankyou to all those who came along.

Last Saturday (26 July) we had a run to the Lancefield Farmers Market and despite the atrocious weather we had a good turnout with 15 people staying for lunch and a few more coming along for the drive. Despite the weather it was a very enjoyable day. The Lost Watering Hole Brewery was very warm and inviting with its open fire and good food. The trip to Lancefield was an opportunity to catch up with Editor Fran and Jimmy who run a farm for rescue animals in the area.

We have a lunch event coming up at The Naked Racer Café on 10 August. I have been to this café a few times and I am happy to recommend it. It has an impressive collection of motor bikes, Harley Davidsons and Indians as well as quite a few British and Japanese bikes. Bikes are very well displayed and the food is good.

I would like to take this opportunity to recognise the contribution of committee members and volunteers who have helped to keep this club functioning over the last year. It is also important to recognise the contribution made by members who attend events and meetings, and help organise these events. Also thankyou to the members who have presented at meetings or who have helped to arrange speakers, and to those who have contributed to the *Trumpet*. Organising just one event, one speaker or contributing one article to the *Trumpet* is a huge contribution to the club.

Continued from page 2

As a sign of the close cooperation between the two companies, SMC's Sir John Black was made president, and Arthur Crosby remained chairman. His brother, Clive Crosby, became the managing director. By 1956, the factory employed over 1,600 workers.

When Leyland Motors, the new owners of Standard, indicated it wished to assume its production of Triumph cars in Australia, AMI needed to find another car to assemble. The answer came with Mercedes-Benz. In 1958, the company negotiated with Daimler-Benz to assemble and distribute Mercedes-Benz vehicles in Australia. In recognition of this new agreement, the company was renamed Australian Motor Industries, and a new subsidiary company was formed to handle the Mercedes-Benz franchise. Passenger vehicle sales show 729 locally assembled Mercedes-Benz cars were sold between July 1959 and June 1960. By 1960, Mercedes-Benz had increased passenger car sales in Australia by ten-fold annually, selling as many cars per year as in the first fifty years.

Reorganisation

In October 1960, AMI signed an agreement with American Motors Corporation (AMC) to assemble the Rambler range of cars from knock-down kits. Another deal with Fiat was planned to replace the Ferguson tractors distributed by BFE. The Standard Motor Company had sold its tractor facility in Coventry to Massey Ferguson and focused on automobile production.

Australian Motor Industries ran into financial trouble during the Australian credit squeeze of 1961, and the company was forced to sell off many assets and vehicle stock to remain solvent. Part of the restructuring resulted in selling their share in the Mercedes-Benz franchise to the German parent company.

In 1963, the company secured the Australian franchise for Toyota cars and began assembly of the Tiara range. From this point, the company's financial position steadily improved. By 1967, AMI assembled 32 models for the Australian market and imported fully assembled Toyota Corollas for their dealer network. Australian Motor Industries also assembled the Rambler range from American Motors Corporation (AMC) and Triumph cars from Leyland Motors. Leyland inherited AMI shares when it merged with Standard-Triumph International in 1961.

During the early 1960s, the foreign share of the automobile motor vehicle market was estimated to be 95%, and as the only sizeable producer with local equity, AMI continued to manufacture overseas designs.

Australian Motor Industries assembled the Triumph Herald from 1959 until 1966. They produced a few unique models for the Australian market. Assembly of the Standard Vanguard Six at the AMI plant continued for about

one year after production had ended in Britain. However, the engine remained for fitment to the Triumph 2000. The Triumph 2000/2500 range was assembled in Port Melbourne from 1964 through the mid-1970s.

By 1965, the demise of the Standard Vanguard and the loss of assembly rights for Mercedes-Benz vehicles left AMI with additional capacity to assemble Rambler, Triumph, and Toyota models.

Leyland decided not to proceed with its Australian operation, allowing AMI to begin production of the Triumph Herald in 1959. AMI also assembled Ferguson tractors through another subsidiary company of the group, British Farm Equipment. An extensive dealer network throughout New South Wales and Victoria saw Standard cars and Ferguson tractors marketed in country areas. The most popular car sold was the Vanguard model.

Operations with AMC

In 1961, AMI began the assembly of a range of AMC cars, beginning with the Rambler Ambassador, all with right-hand drive and carrying the Rambler brand name. By the end of the 1960s, Australians could purchase a locally assembled Rambler Javelin, AMX, Hornet, Rebel, or Matador long after the Rambler marque was discontinued from use on the equivalent U.S. market models.

Knock-down kits were shipped from AMC's Kenosha, Wisconsin facility, but the Australian cars were assembled with a percentage of "local content" to gain tariff concessions. Australian suppliers delivered many parts and components, such as glass, seats, upholstery and carpet, lights, tailshafts and heaters. AMI specified what parts were not to be included in the unassembled kits sent by AMC. Other necessary parts specified by the assembler were boxed and shipped for assembly at the final destination in Australia. It is unknown exactly how many parts were included to be installed by the assembly operation, which varied with each operation. AMI chose external colors for the Rambler cars, matching those used on that period's AMI-assembled Triumphs and Toyotas. The distinctive AMI exterior emblems were affixed on Ramblers as well as Triumph and Toyota cars assembled by AMI from 1968 onward.

The Australian-assembled Rebel was made from 1967 until 1971, even though the last year of the American model was 1970. A total of 345 Rebels were assembled in 1970, and 307 were built in 1971. Australian Rebels were equipped with the dash and instrument cluster of the 1967 RHD Rambler Ambassador. This dashboard continued until the Australian-assembled replacement AMC Matador was introduced.

A total of 24 two-seat AMC AMXs, all 1969 models, were made by AMI between August 1969 and July 1970. All featured the 343 cu in (5.6 L) V8s. Differences to the RHD two-seater AMXs compared to the U.S. models included swapping the power brake booster and heater motor on the firewall. However, the power steering pump remained in its usual position on the left side. The remaining steering components had to be relocated to the right side of the car. All Australian AMX interiors were finished in black, featuring a unique RHD dashboard with a wood-grained instrument cluster in front of the driver. While the AMX was marketed as a performance muscle car in the U.S. marketplace, the Australian AMXs came with a substantially higher level of standard features that were optional in the U.S. The AMI AMXs were advertised as personal luxury cars.

One fully finished AMC Gremlin was imported from the U.S. in 1970 for evaluation purposes. It was converted to right-hand-drive and branded as a "Rambler Gremlin". The car features the standard 232 cu in (3.8 L) I6 engine with three-speed manual transmission. The car was presented at the 1970 Sydney Motor Show to gauge interest and test the market but never went into production.

From 1971, Australian-assembled Matadors were equipped with standard column shift automatic transmissions, power steering, power windows, air conditioning, and an AM radio. In later model years, the engine was upgraded to AMC's 360 cu in (5.9 L) V8. Options included an exterior sun visor over the windshield, full vinyl roof cover, tow hitch and mud flaps.

A total of 118 Hornets and 145 Matadors (118 sedans and 27 station

wagons) were sold during 1974. Registrations for 1975 were 136 Hornets and 118 Matadors (85 sedans and 33 wagons). The final year of Hornet production was 1975, leaving the Matador as the only AMC product after that. In 1976, 88 Matadors (78 sedans and 10 station wagons) were registered. The assembly of 80 Matador Coupes occurred in 1976. The knock-down kits had arrived in late 1974, but were not worked on. The Matador Coupes were sold as 1977 models, bringing 1977 registrations to 80 Matador Coupes, 24 Matador sedans, and three station wagons. December 1976 marked the end of the local assembly of AMC vehicles.

One fully assembled AMC Pacer was imported for evaluation purposes. AMI did not construct the Pacer for the Australian market.

While Toyota and Triumph began to be AMI's main focus, the company retained a niche market as the sole U.S.-sourced cars marketed in the Australian marketplace. For example, the Government of New South Wales selected the Rambler Rebel and the Matador as official vehicles in the 1970s.

Toyota and buyout

The Toyota Tiara was the first Toyota model assembled by AMI.

Australian Motor Industries assembled the first Toyota car built outside Japan in April 1963, the Toyota Tiara. Assembly of Toyotas by AMI expanded in the 1960s to include the Crown, Corona, and Corolla at the Port Melbourne facility. Toyota Motor Corporation of Japan purchased shares to control 10% of the Australian company. As a fast-growing company, Toyota took a controlling interest in AMI in 1968, just as a contract with British Leyland was signed. Toyota also purchased a 40% share in Thiess Toyota, the importer of Toyota light commercial vehicles from Thiess. In 1971, British Leyland absorbed the British Motor Corporation, thereby acquiring Standard Triumph. Toyota purchased more shares to increase their AMI holdings to 50%.

Recognising the company's controlling owner and the products it manufactured and marketed, AMI renamed itself AMI Toyota Ltd in 1985. The company continued to be listed on the Australian Securities Exchange with a minority Australian shareholding until 1987, when Toyota acquired all shares held by remaining shareholders.

The Japanese company then amalgamated it with its other Australian operations in 1989 to form two organisations. Toyota Motor Corporation Australia, which was responsible for passenger vehicles, and Toyota Motor Sales Australia, which became accountable for Toyota commercial vehicles and Hino trucks. Toyota vehicle production was transferred from the historic Port Melbourne factory in 1994 to the company's new $420 million facility at Altona, Victoria. Production was focused on vehicles based on the Toyota Camry. The Australian facility also exported CKD kits to assembly plants in Thailand, Malaysia, Indonesia, Vietnam and the Philippines until 2017 when Toyota ceased all car production in Australia.

never before a car like this . . .

(AND NEVER BEFORE A SUCCESS LIKE THIS!)

Never in Australian motoring history has a car so completely captured the imagination of the motoring public as the revolutionary new Triumph Herald. This car has been a sensational success from the day it was introduced . . . and small wonder. Here's a car that sets entirely new standards of safety, manoeuvrability, parking ease and maintenance economy.

The Triumph Herald gives you a 25 feet turning circle . . . a full double backbone chassis . . . independent suspension on all four wheels . . . no greasing worries . . . the famous "Gold Seal" engine and a host of other features for driving ease and comfort. For a thrilling new experience in motoring, test-drive the revolutionary new Triumph Herald at your nearest Standard dealer.

A Product of Australia's Most Australian Motor Company

STANDARD TRIUMPH

Australian Motor Industries Ltd. Port Melbourne, Victoria

SOLD AND SERVICED BY STANDARD-TRIUMPH DEALERS THROUGHOUT AUSTRALIA

AM14

The Reader's Digest, March 1960 181

Styled for gracious living . . .

From its neat and style-swept bonnet to capacious boot, the Triumph Herald promises a whole new concept of gracious living. Here is a car that is equally at home at banquet or the beach. Eager acceleration from gentle cruising to a power-packed top speed, combined with 'built-in' safety, has led motoring critics to hail the new Triumph Herald as the "safest and fleetest thing of its size on four wheels". See your nearest Standard-Triumph dealer now, and discover for yourself why the Herald is the new car that most people *most* want to own.

A Product of Australia's Most Australian Motor Company
Australian Motor Industries Ltd., Port Melbourne, Victoria

STANDARD TRIUMPH

SOLD AND SERVICED BY STANDARD-TRIUMPH DEALERS THROUGHOUT AUSTRALIA

The Reader's Digest, May 1960 139

Irish TR2 Found in Tennessee

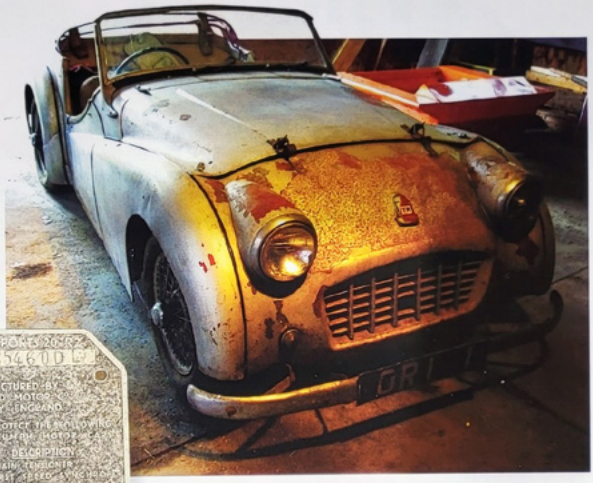
BY PATRICK MACMAHON

A CKD 1954 TR2 assembled in Ireland and first registered in Dublin City with the number ORI-1 has recently turned up for sale in rural Tennessee. Her chassis/Commission Number plate is an original unit and carries the number TS5460DL. The suffix DL featured on all Irish assembled TR2s. Originally painted Signal red with a beige interior, this TR2 has a factory overdrive and rare factory anti-roll bar.

The TR Registry Ireland has known of this TR2 for the past 15 years and have numerous images of her in our archives. She was exported to upstate New York in 1970 but was left lying for decades minus her cylinder head.

She is now for sale as is, perhaps one of our club members will repatriate her to Ireland?

RAGTOP




Even after two years, there's no other car in its class!
TRIUMPH herald
the car that's got everything!
STANDARD TRIUMPH AUSTRALIA PTY. LTD. A Member Company of the Australian Motor Industries Ltd. Group - Australia's most Australian Motor Company.

A TRIUMPH in Malta

By Giancarlo Cavallini / Triumph in Italy

At the head of this initiative there was the Mizzi family, that had a long experience in the car business, with a tradition dating back to the 1920s when Spiro Mizzi started a successful relationship with Fiat and other European car brands to import cars in Malta.

In 1962, Rambler, a brand of the American Motor Corporation, built in Malta a factory to assemble cars for the Libyan market with the C.K.D. concept. This led the Mizzi family to think of a similar initiative, but aimed at producing cars for the Maltese internal market. Giuseppe Mizzi, second-born son of Spiro, considered the Herald the right car for the Maltese market and in the same year started commercial contracts with Triumph, building on the excellent reputation that the Mizzis had in the car business. "The Herald was easy to assemble" remembers Maurice, Giuseppe's brother, "it was like a meccano". The Herald, with her independent load-bearing chassis and the body work fully bolted to the chassis, was very well suited to be assembled in factories with relatively simple tools. Her size and engine made her the right choice for Malta, and the chassis sturdiness allowed production of a wide variety of models. At the same time, Malta was an interesting market for Triumph: Malta was then still part of the United Kingdom, there was a significant British presence on the Island, and the geographical position of Malta in the Mediterranean was strategic for developments towards North Africa and Middle East countries.

In 1963 Giuseppe Mizzi was assigned by the Maltese Government, with the support of the Industry Ordinance, a factory of 3,000 square meters in Marsa, not far from La Valletta, and imported the first 24 Heralds to be assembled. The "Car Assembly" was born.

Maurice still today remembers the first 12 big cases delivered to the factory

from Coventry with all the components tidily divided and ready for the final assembly: a case with the pressed body components, one with the engines, one the chassis, one the electric system, one for the upholstery…

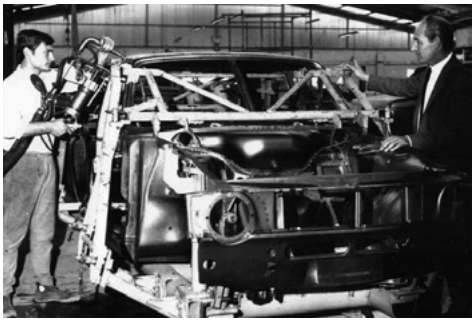
The pressed body panels were welded together in the Marsa factory using templates provided by Triumph, to obtain the main body components (hoods, floors, doors) that were then assembled to build the whole bodywork.

A guided tour on two phases of the hoods construction and a part of the floors of the Herald.

The various parts of the Herald interiors as received from the UK, and how they were assembled.

The production system was based on simple carts pushed by the workers from one working station to the other: in total 13 working stations were present, including two for painting and the drying oven. An upholstery section was also present inside the factory.

The Triumphs assembled in Marsa by Car Assembly were identified by the prefix "5" in the "Commission Number" and were aimed not only at the internal Maltese market (Car Assembly had more than 50% share of the Maltese car market) but also the Israeli and Greece markets: the plant of Marsa could produce four cars a day.



Some phases of the bodywork production in the Marsa factory.

But not only Triumph cars were made in Marsa. The Mizzi family succeeded in anticipating the merging between the two main British car producers, Leyland and BMC, that were strong competitors at the time. In Marsa, the 1100 family of BMC was also produced, starting from the Mini and, not to be wrong to anybody, also the Hillman Hunter of the Rootes Group.

If Car Assembly flourished, the same was not true for Rambler whose factory was closed because their cars proved to be completely unfit for the tough conditions of the roads and the climate of Libya.

In 1974 Maurice Mizzi was appointed Director of Car Assembly. Maurice proposed to the Trade Unions an innovative model of incentives that led the factory to double the production to eight cars a day without the need for new investments in tooling or hiring of additional personnel. The factory was active seven days a week, and this allowed it to exploit all equipment to the maximum.

Maurice's management was a success and continued up to the early 1980s when, thanks to agreements with Alfa Romeo, Car Assembly produced also "Alfasud" and "Giulietta".

In 1982 the Maltese Prime Minister, Perit Duminku Mintoff, decided to increase the custom duties on import of C.K.D. components, a political decision that marked the destiny of Car Assembly, making it uneconomic to assemble cars in Malta. A few months later the factory was closed, dispersing all the heritage of technical experience and know-how accumulated in 20 years of activity.

CREDITS

Thanks are due to Maurice Mizzi, President of Gruppo Mizzi Organisation, for his help in preparing this paper and the photographic documentation made available to Triumph in Italy. Without his help it would have not been possible to tell the short but intense and interesting story of Car Assembly Ltd., a story that had him as one of the main actors.

Grand Harbour, La Valletta. A Herald Estate built in Malta by Car Assembly with Fort St. Angelo in the background.

A SHIFT IN DIRECTION

Classic Car Africa - By Stuart Grant with images from Ronan Sanderson

The word 'chicane' comes from the French verb *chicaner*, which means 'to quibble'. It also means trick or subterfuge. In racing terms it is an artificial feature creating turns on what was a straight section of a track in order to slow vehicles for safety reasons. For the sake of simplicity, imagine driving down a straight, swerving around a curb or obstacle before continuing in the direction you were originally travelling. Here's a look at the South African-built Triumph Chicane that saw the luxury saloon head off in a different direction to its international counterparts.

When launched early in 1973 the Triumph Chicane was by no means a brand new car. In fact it was simply a combination of the Michelotti-styled Mk II Triumph 2000 and 2.5PI models that had been available on our shores since 1970 and 1971 respectively. The Mk II 2000 featured a 1998cc motor fed by twin Stromberg carburettors while the 2498cc in-line 6-cylinder 2.5PI got its fuel by means of fuel injection. Local Leyland engineers decided to detour from the modern trend and dumped the primitive and inconsistent Lucas fuel injection from the 2.5 and revert back to a pair of Stromberg 150CDs as seen on the 2000.

Reason for this change was more than likely to circumnavigate the expense of the injection system and the resultant price increase the 2.5PI had over the original 2-litre 2000. Oh yes, and then there were the constant client complaints about rough idle and the fact that not every mechanic in every dorp was knowlegable in the ways of the Lucas system. Whatever the reason though the change was an inspired one, as the car they badged the Chicane could almost equal the 2.5PI in performance while still remaining in a reasonably affordable price bracket. The rest of the world, also fighting the same PI gremlins, took note. Australian Motor Industries in Port Melbourne, Victoria, which assembled Triumphs, was the first to echo the SA car in 1973 with its 2500TC while the UK introduced the carb variant in mid-1974. South Africa changed it up though in 1975 when the Strombergs were replaced by SU carburettors.

Visually the South African Chicane differed from the regular Mk II by means of 'Chicane' badging, and rear

quarter panels covered in black vinyl that sported 'TC' (Twin Carb) lettering centrally mounted. A black rocker panel and ribbed rear number plate holder were added and Rostyle-looking wheels kept the look updated. Like the overseas PI, the Chicane interior moved away from vinyl to brushed nylon seat inserts and a sporting leather-rimmed steering wheel. Dashboard finishing stayed true to the British classy look with full width woodgrain, which housed a well-stocked cluster with speedo, rev counter, trip meter, fuel, water temp and battery condition gauges. Warning lights for oil pressure, indicators, main headlight beam and choke were there too and so was an electric clock.

Leyland claimed that a 3-speed automatic Chicane would accomplish the zero to 100km/h sprint in 12.8 seconds and would make the magical 100mph 'ton' with a top speed of 165km/h. Although test figures are scarce we estimate that the 4-speed manual with overdrive in third and fourth gears would go a touch quicker than this. These figures that would pit the Triumph up against the likes of the Mercedes-Benz 230-6 of the time were made possible thanks to 77kW at 4750rpm and 185Nm of torque at a low down 2200rpm. Where the Chicane just lost out on power it made up in the price department selling for R3 585 in 1973 as opposed to the Benz's R3 732. For R3 935, a South African buyer could have ordered the 97kW, 207Nm Triumph 2.5PI model but the extra oomph and added niggles of the injected model clearly wasn't enough of a swing to get the consumer to splash out the extra.

In 1973, 1,479 Chicanes left the showroom floors while only 139 PIs made it to the streets. Leyland then applied the Chicane name over to

the injected (97kW, 207Nm) offering, referring to it as the Chicane PI but the carb version continued to outsell the Lucas-fed injected Chicane by a large margin. Injected Chicane production ceased locally in 1975 while the proper carb Chicane soldiered on until 1978. According to Auto Digest Data a total of 5,733 carburettor Chicanes were sold while only just over 327 Chicane PIs found homes.

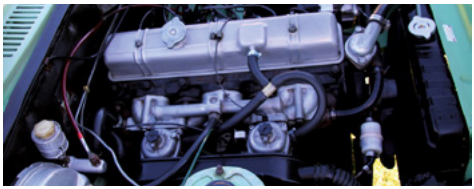
With McPherson struts up front and fully independent rear suspension the twin-carb Chicane handled well. This, combined with rack and pinion steering, had road testers of the time praising the handling with words like 'tremendously responsive and safe in enthusiastic motoring, while at the same time extremely comfortable'. Stopping power was also praised with the servo-assisted discs at the front and drums at the rear capable of stopping the 1,161kg adequately.

With the decent amount of torque offered, the Triumph proved a capable tow vehicle and perfect family car where all occupants could sit comfortably in the well-appointed interior. Leyland products of the 1970s get a bad rap for poor quality and finish but the Chicane somehow managed to keep a high standard, and even today the interior seems to age admirably (close, in fact, to a similar-aged Mercedes).

The compromise between performance, comfort and easy driving had *Car Magazine* even loading the title of best Triumph they had ever tested on it. Although none of them mentioned it, the sound from the silky straight 6-cylinder motor is difficult not to love either. And the Michelotti styling, with its shark-like nose and Kamm tail rear is not half bad. The slightly hoodoo publication, *Scope*, got it right in 1978 listing the Chicane as one of its top cars of the year, summing it up as 'Plush

and luxurious, the Triumphs come from a line of cars with a long tradition of sporty motoring. The Chicane is a smooth performer and looks very British with its walnut facia and door trim. With overdrive the 6-cylinder becomes one of the most economical sixes around.'

So is the Chicane a South African special? It's a tough call. It is named and badged differently to any other Mark II Triumph 2000 or 2.5, so yes, it is unique. The rest of the world markets saw the benefits of what the Leyland engineers down here accomplished and followed suit, so no, it is not unique. What it is though, was a leading light in taking Triumph saloon thinking in a different and unexpected direction to where it thought it was heading. The Chicane was a 'chicane', a trick we shouldn't miss, and deserves a decent spot on the list of South African-made classics.



The Wall Flower of Triumph Sports Cars – Triumph Spitfire in South Africa

Classic Car Africa / Ryno Verster

Attend any motor show in South Africa and there will invariably be several breathtakingly restored Triumph sports cars on show. From a somewhat outsider's view, the TR series seemed to have established itself as the "darling" for South African Triumph collectors and restorers, an elevated status still firmly entrenched many years after production ceased in February 1963.

The Triumph TR sports cars were all assembled by Motor Assemblies in Durban with an [interrupted] production span of eight years. The TR 2 was in production from October 1955 to December 1956 and 354 units were produced. The Triumph TR 3 took over in January 1957 and production ceased in October 1958 with 624 units produced. The drought in TR production in South Africa was broken after 27 months when the Triumph TR 3A came into production in February 1961 and production ceased two years later in February 1963. Only 72 Triumph TR 3A units were produced which surely contribute to even higher collectability. Motor Assemblies therefore assembled a total of 1,050 of these desirable collectables.

The Triumph Spitfire took over from the TR 3A in mid 1963. By comparison the Triumph Spitfire models seem to be in lesser numbers at these shows and apparently enjoy less popularity. Labeling the Spitfire as the Wall Flower at the Triumph party is perhaps a bit unfair. It really has a charm of its own and deserves to be asked for more than one dance.

Some Background on the Triumph Spitfire

The Triumph Spitfire in 4 cylinder configurations was manufactured in Coventry in the UK from 1962 to 1980 as the Mk.1 [Sports 4], Mk.2, Mk.3, Mk.4 and the 1500.

There was also a Triumph GT6 with 6 cylinder engine and Spitfire body but like in the case of the Spitfire Mk.4 and 1500 it was never assembled and sold in South Africa. A total of 314,152 Triumph Spitfires with 4 cylinder engines were manufactured in the UK.

The Spitfire was first introduced at the 1962 Earls Court motor show featuring "handsome and curvaceous styling" from the Italian stylist Giovanni Michelotti. He already produced a design for a new two-seater sports car as early as 1957 for the Standard-Triumph company [the original project code name was "Bomb"]. The company experienced serious financial problems at the time and it was only with acquisition of Standard-Triumph by Leyland Motor Corporation in 1960 that funds became available to proceed.

Design Features

The Spitfire and the Triumph Herald shared, to a large extent, the same chassis platform. They share a steel-girder chassis. In the Spitfire's case the outer rails and rear outriggers were removed resulting in a shorter chassis. To compensate the Spitfire body featured structural outer sills to stiffen its body shell. Wheelbase on the Spitfire is also shorter than the Herald by 21,6cm [Spitfire 211 cm and Herald 232 cm].

The Spitfire also shares most of its suspension features with the Triumph Herald. At front are independent, wishbone, coil spring and anti-roll bar suspension. At the rear the Spitfire features a swing axle with transverse leaf springs and radius rods. The rear suspension and its influence on the violent oversteer of the Spitfire when pushed hard is well recorded and only addressed and improved in the Spitfire Mk. 4 version overseas. The Triumph Spitfire featured disc brakes at front and drums at the rear. The Spitfire also shares the Herald engine but in various stages of tuning and capacity. All models assembled in South Africa were fitted with twin 1¼ inch SU carburettors. All also used a four-speed gearbox with synchromesh on upper three.

Another much-praised feature of the Spitfire design is that the complete bonnet and front wing assembly tipped forward giving unimpeded access to engine and front suspension. This is another shared design feature between the Spitfire and the Triumph Herald.

Both cars are also highly rated for their tight turning circle of 7.3 metres [compared to 9.5 metres for a late-1960s Mini].

By small British sports car standards the Spitfire was described as "surprisingly sophisticated and well-equipped" with luxuries such as wind-up windows which the counterpart MG and Austin Healey Sprite were lacking. The Spitfire featured full instrumentation which included a tachometer.

South African History of the Triumph Spitfire Triumph Spitfire Mk.1 [also called 4 Sport]

The Triumph Spitfire 4 Sport was introduced in South Africa in August 1963. The "4" referred to four cylinders and later references were made to this model as the Mk.1 model although it was never officially badged or promoted as the Spitfire Mk.1. Production started at Motor Assemblies in Durban in July 1963 and it appeared for the first time in leading South African motoring magazines' price lists in August 1963. Launching price was a moderate R1530 in a market where a Dart 1500 Sports Coupe was priced at R1970, Auto Union 1000 S Coupe at R1675, an Alfa Romeo TI at R1996, a Fiat 1500 saloon at R1770 and a GSM Flamingo GT Coupe at R3000. The last price for a Triumph TR 3A soft top earlier in that year was R1850 and with wire wheels priced at R1910.

Production of the Triumph Spitfire Mk.1 continued at Motor Assemblies up to December 1965. Unfortunately, Motor Assemblies' production records only show combined production

figures for the Mk.1 and Mk.2 Spitfires. Fortunately, *CAR* magazine's New Car Price Lists last price on Spitfires was published in December 1965. After a four-month break in the price lists where no Spitfire price was reported, the Spitfire resurfaced in May 1966 with a launching price similar to that published in the New Model announcement on the Spitfire Mk.2 in July 1966. In applying the cutoff date for the Spitfire Mk.1 as end of 1965 to the NAAMSA sales figures roughly 626 Spitfire Mk.1 units were assembled and sold [172 in 1963, 375 in 1964 and 79 in 1965].

In this period the Spitfire Mk.1's price increased twice to bring it to a total of R1560 representing an R30 price hike over almost 2.5 years. Just to reiterate how good the "good old days" were, the annual licensing fees amounted to R16 per year!

There were not many road tests done on the South African Spitfire Mk.1. In general the write-ups were quite positive. In January 1965 *CAR* magazine said, "The Spitfire 4 is a little beauty, solid and driveable and with many attractive features. It has moderate performance by sports car standards, but makes up for this by its reasonable cost, safety and enjoyable handling, and outstanding fuel economy." And further, "This is a sleek and nimble little car with many sensible features, including a diminutive turning circle, accurate steering and firm suspension." In summary it said, "The Spitfire is deservedly popular in South Africa, and it is a pity that its production volume is limited here. It is our only imported sports car at this stage, and it's a good one."

I suppose the reference to its "production volume is limited here" refers to constraints imposed by the South African Local Content Programme. This programme specified tariff protection for car parts made in South Africa, progressive rebates of excise duty on cars according to their South African content and bonus import permits at a time of strict import control for CKD [completely knocked down] kits. This possibly also explains why the South African Standard Triumph Motor Company never saw a need for placing a single advertisement in any leading South African motoring magazine trying to increase Spitfire sales.

The Spitfire Mk.1 with its mildly-tweaked 1147cc engine had a top speed of about 90 mph/145 km/h [depending on which road test you prefer to believe!]. Bringing the performance more in line with sport car standards must have been uppermost in the minds when introducing the Spitfire Mk.2.

Triumph Spitfire Mk.2

A New Model announcement on the Triumph Spitfire Mk.2 was made in the motoring press in July 1966 while the Mk.2 Spitfire already appeared in the motoring press price lists in May 1966. It was still moderately priced at R1650 in a market where an Austin Cooper 'S' cost R1765, a Renault Caravelle Coupe cost R2300, a GSM Flamingo 1500 GT cost R2596 and a Sunbeam Alpine 260 cost R3350. The Spitfire Mk.2's price

increased in 18 months by R64 [from R1650 to R1714] representing a 3.9% increase.

Mechanical changes on the 1147cc Spitfire Mk.2 engine included revised camshaft design and a fabricated 4-branch exhaust manifold. The output of the Mk.2 was improved by 3kW to 50kW and top speed increased by 10 km/h to 155 km/h. A water-heated inlet manifold ensured quicker warming up and a no-loss cooling system was introduced. A diaphragm-type clutch was introduced which required less pedal effort.

The Mk.2 Spitfire was also treated to a new-look front grille and Mk.2 insignia on the boot lid. Several interior improvements were introduced such as extra trim where there was previously bare metal – the fascia [except for the central instrument panel], passenger's grab handle, parcel rail, fascia support and windscreen surround were trimmed in black vynide. Completely newly designed seats provided more comfort. Molded carpets were added and there were carpeted panels at the base of the doors for kick protection.

Very few readers would probably remember the Mildex Motor Book – Used Car and Truck Identification Guide. This was the second-hand car dealers' "Bible" used in the 1960s and '70s to identify all South African models when they have to quote prices for a trade in. Under the Triumph Spitfire Mk.2 section, mention was made that all Spitfires with serial numbers 4FC 68812 DI were Spitfire Mk.2 models.

Production of the Triumph Spitfire Mk.2 continued at Motor Assemblies up to September 1967. Their records show that 257 Spitfire Mk.2 units were assembled. According to NAAMSA [National Association of Automobile Manufacturers of South Africa] records, 223 Spitfire Mk.2 units were sold in South Africa in 1966 and another 42 units in 1967 for a total of 265 units. This shows a discrepancy of eight units more sold than assembled at Motor Assemblies which can probably be attributed to direct imports.

Triumph Spitfire Mk.3

From October 1967 to September 1968 there was no Triumph Spitfire production in South Africa. In a New Model Release in September 1968 Leykor Distributors announced that assembly of the Triumph Spitfire Mk.3 in South Africa had commenced. NAAMSA sales figures confirm that 89 Spitfires were sold in 1968. NAAMSA for the first time recorded these sales under the newly-formed Leyland Motor Corporation of S.A. Limited banner.

The question is, however, at which plant was the Triumph Spitfire Mk.3 assembled? Some people speculate that initial production was at the old Rover assembly plant in Port Elizabeth. There is merit in this assumption since the other newcomer in the Triumph range, the Triumph 1500, was initially assembled at this plant [*CAR,* May 1968]. In October 1968 the *S.A. Garage and Motor Engineer* reported that "the first trial runs of Triumph cars will be undertaken at Blackheath during November. Triumphs are expected to be in full production at the BMC plant

by early 1969." This was confirmed in the *Motoring Mirror* of April 1970 reporting that Leykor Manufacturing's car assembly was finally centralised at the Blackheath plant near Cape Town. During February 1969, assembly of the Triumph 2000 was transferred from Motor Assemblies in Durban to Blackheath as well as the production of Land Rover and the Triumph 1500 previously assembled in Port Elizabeth.

In all of this, no mention was specifically made to where the Triumph Spitfire Mk.3 was initially assembled. It is possible that it was first assembled from September 1968 to February 1969 at the Rover plant in Port Elizabeth. The numbers were much smaller than the production of the Triumph 1500 [608 units sold in six months of 1968] or perhaps Spitfire production went straight to a Blackheath assembly line. No written proof of either of these theories could be found.

The Triumph Spitfire Mk.3 was launched at R1795. It was still moderately priced in a market where an Alfa Romeo Giulia Sprint GT 1300 cost R2595, a Mini Cooper 'S' cost R1907, a Fiat 124 Sports Coupe R2980, a Lancia Fulvia Rallye Coupe 1.3 R2790, a MG 1100 'S' saloon R1934 and a Renault 8 Gordini at R2230. After three price increases, the last price quoted for the Triumph Spitfire Mk.3 was R2115 in January 1972. This represents a R320 price increase over 38 months or an average increase of 5.9% per year.

The Spitfire Mk.3 featured several significant improvements. Engine capacity was increased to 1296cc and engine performance improved significantly. Both output [56 kW] and torque [102 Nm.] increased by 12%. This is claimed to give the magical "ton" of 100 mph/161 km/h maximum with improved top gear flexibility but most road tests overseas cautiously claimed a lower top speed. Acceleration from 0 to 100 km/h also improved by 1.5 seconds to 12.9 seconds. A stronger clutch was installed to handle the extra torque.

Brakes were also improved by changing brake lining material all round with larger front calipers that gave greater pad area. A larger brake master cylinder was also fitted.

The Spitfire Mk.3 body also featured several stylish and significant changes.

Most obviously was the changed frontal appearance by raising the bumper to cut across the centre of a new single-piece air intake. In one road test it was referred to as the "bone- in-the-teeth" bumper. This change was necessitated by American safety legislation.

Single front indicator and parking lamps units were fitted under the front bumper. New over-riders with rubber inserts on the front bumper were also introduced. The rear bumpers have also been raised and rear over-riders were discarded while two reverse lamps above the rear bumpers were introduced. A most significant change was the introduction of a permanently attached soft top which could be erected single-handed in seconds. The top was folded away behind the seats while a vynide cover snapped over it. The instrument panel was now also veneered.

Total Triumph Spitfire Production/ sales in South Africa

No official Leykor production figures for Spitfire Mk.3 are available. According to NAAMSA records the sales of Spitfire Mk.3 units under the Leykor banner, until discontinued at the end of 1971, totaled 632 units. In 1968 89 Mk.3 Spitfire units were sold. Sales increased significantly in 1969 to 201 units, followed by another 237 units in 1970. Then sales tapered off to 93 units in 1971 and finally a mere 12 units were sold in the early part of 1972.

Motor Assemblies' production records show that 883 Mk.1 and Mk.2 units were produced at their Durban factory. This figure is eight less than what the NAAMSA sales records show. It is possible that these eight Spitfires were direct imports. According to NAAMSA figures, total sales of Triumph Spitfire Mk.1 and Mk.2 models amounted to 891 units.

The total of all Triumph Spitfire sales for the period July 1963 to early 1972 [slightly more than eight years] came to 1,523 units.

A Last Thought

Before the acquisition of BMC and Jaguar by Leyland South Africa in 1968, the company had strong views [also regularly expressed in the press] to build a plant to produce fibreglass bodies for the cars in their stable.

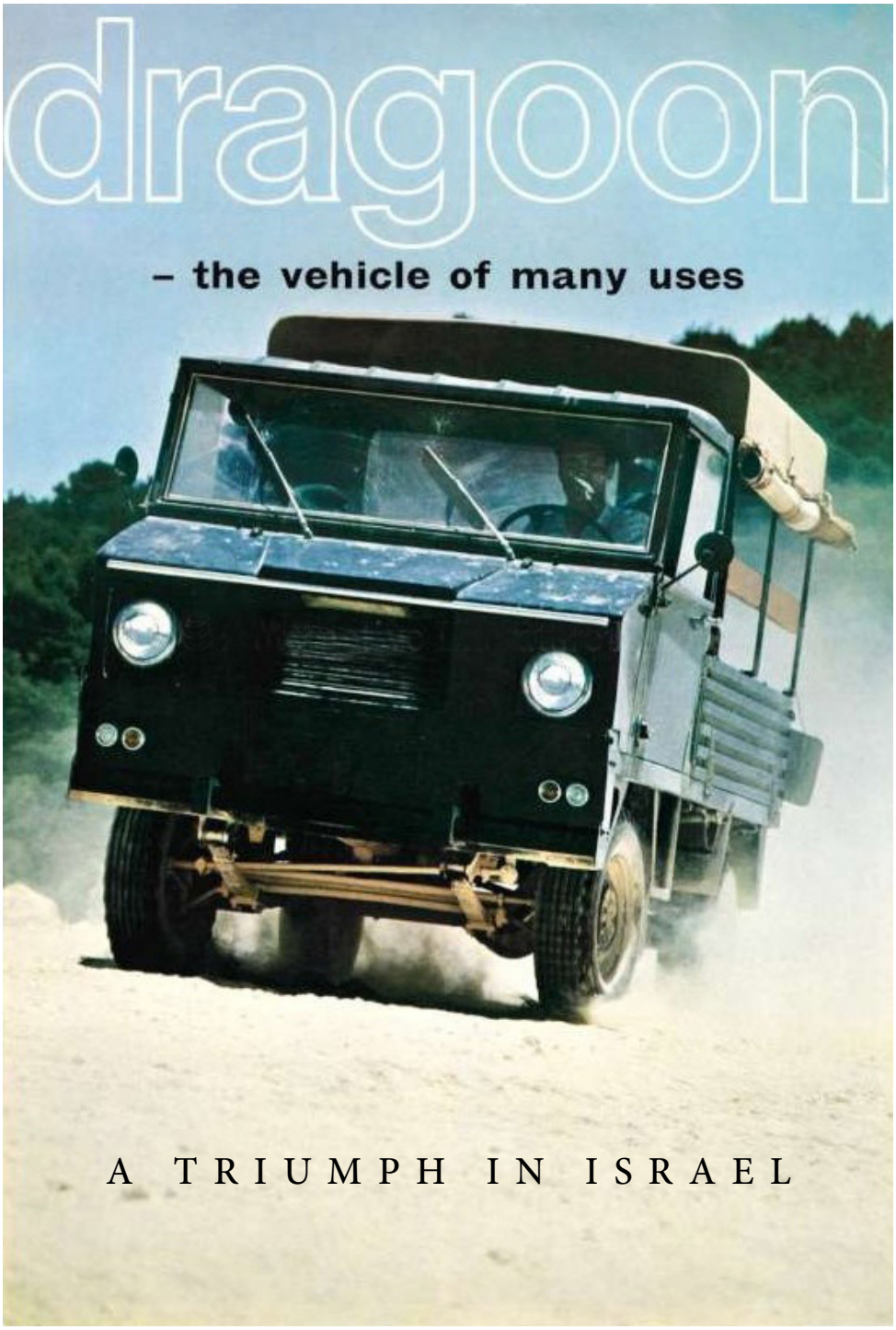
The July 1968 edition of *Motorgids* reported that Leyland budgeted R3.5 million for the erection of a plant to produce fibreglass bodies for Triumph and later Rover cars as well as cabs for Leyland commercial vehicles. At the time it was not yet decided whether a new plant would be build in Rosslyn or whether the Rover plant in Port Elizabeth would be expanded.

Already as far back as December 1966 the *S.A. Garage and Motor Engineer* wrote in a News Flash:

"Leyland have announced that Triumph will have three 'manufactured' models by late 1967 – the 2000, a 1500c.c. saloon and a sports car. To achieve 'manufactured' status the cars will have fibreglass bodies – said to be cheaper than metal on short runs. While fibreglass bodies have found little favour overseas, South Africa has produced the two fibreglass sports cars – the Dart and the Flamingo. With no manufacturing competition in the sports car field, the Triumph sports car at least is likely to prove a proposition."

One wonders if these plans materialised 50 years ago whether it would have contributed to moving the Triumph Spitfire away from 'wall flower' closer to 'belle of the ball' status among South African collectors and restorers.

When a certain percentage of locally manufactured components [based on vehicle weight] were achieved, "manufactured" status and privileges were achieved; if not, the model was classified as "assembled", with less privileges within the Local Content Programme.


dragoon
– the vehicle of many uses
A TRIUMPH IN ISRAEL

Curios – Autocars Dragoon

HonestJohn Classics / Paul Guinness

Classic car enthusiasts tend to associate Triumph with open-top two-seaters and sporting saloons; they certainly don't link the name with the 4x4 market. And that's because most folk have never heard of the Dragoon, a rugged all-wheel drive machine built by Autocars of Israel but developed by Triumph in the UK.(also known as the 'Triumph Pony').

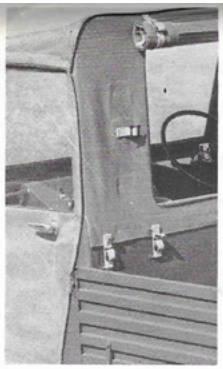
Autocars' involvement with Triumph started in the late 1960s, by which time the Coventry firm was owned by Leyland Trucks. The new company was renamed Leyland-Triumph and was a force to be reckoned with in both the car and commercial vehicle markets. But it was also keen to offer overseas companies the benefit of its development and engineering skills, which is how the link-up with Autocars came about.

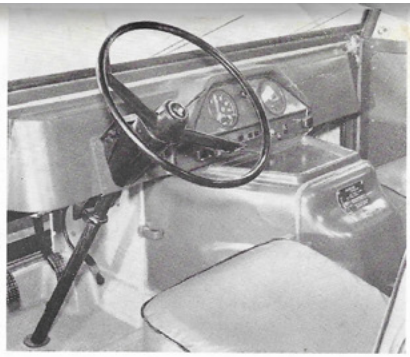
Leyland-Triumph lent a hand with the development of various glassfibre-bodied, Triumph-powered saloon cars for local consumption, with all the major components shipped over from the UK. Then along came the Dragoon, seen at the time as an essential new product for Israel's agriculture, timber, oil and construction industries. It had to be dependable, rugged, reliable, as well as easy and cheap to construct.

Surprisingly, the Dragoon ended up being quite a compact vehicle, measuring just 11 feet, three inches in overall length and just five feet, two inches in width. What it lacked in stature though, it made up for in sheer ruggedness, with a rust-proof glassfibre body mounted on to a sturdy steel chassis. It was tough in everyday use, yet cheap and simple to repair when necessary.

'Normal' drive was to the rear wheels, with all-wheel drive selectable via a dual-range transfer box. In low-ratio four-wheel drive, the Dragoon's pulling power and sheer unstoppability were reckoned to be just about unbeatable, despite employing a fairly lowly powerplant: Triumph's 1493cc four-cylinder petrol engine, its 50bhp giving the Dragoon an on-road top speed of just 59mph.

Impressively, however, with two people on board, the Dragoon was capable of hauling around loads of up to half a tonne – over just about any kind of terrain. And even with a full load, Autocars claimed the Dragoon would negotiate a 1-in-1.7 slope and would even pull away from standstill on a 1-in-2 incline. No wonder Autocars boasted that the Dragoon was 'the vehicle of many uses'.





SPECIFICATION

Body Type	2-door forward-control cab. Front structure of body formed of fibre glass reinforced polyester. Hinged panel gives easy access to front part of engine. Removable engine cowl. Steel pressings for body panels treated to resist corrosion. Flat safety glass windscreen (can be folded forward).	
Seating	P.V.C. leathercloth. Separate front seat adjustable fore and aft.	
Loading Platform	Loading platform specially weatherproof treated ¾" thick plywood with a steel outer surround extending round the whole vehicle. Rope hooks fitted to the underside of outer surround.	
Loading Platform (alternative)	Drop frame type, between chassis frame side members.	
General Equipment	Front: Headlamps, flush fitting sealed units. Separate side lamps. Amber flasher lamps. Rear: Amber flasher lamps. Stop tail and number plate illumination lamps with reflex reflectors. Twin electric screen wipers. Screen washers.	
Instruments	Include speedometer with ignition and main beam warning lights. 3-in-1 instrument comprising fuel gauge, water temperature gauge and oil pressure gauge. Separate warning light for flashers.	
General Dimensions		
Wheelbase	6′ 7″	2007 mm.
Track: Front	4′ 4″	1321 mm.
Rear	4′ 4″	1321 mm.
Ground Clearance		
Static Laden	7.25" (under rear axle centre)	184 mm.
Turning Circle	32′	9.8 metres
Overall Dimensions:		
Length	11′ 3″	3429 mm.
Width	5′ 2″	1575 mm.
Height	6′ 4″	1930 mm.
Weight:		
Dry	18½ cwt.	946 kg.
Complete (inc. fuel, oil, water and tools)	19½ cwt.	991 kg.
Gross vehicle weight	32½ cwt.	1638 kg.
	28½ cwt.	1435 kg. (for rough cross country running).
Tyre Size	7.50—13	
Loading Platform Dimensions:		
Length	5′ 9″	1753 mm.
Width	5′ 0″	1524 mm.
Height	2′ 6″	762 mm.
Capacities:		
Fuel tank	10 galls.	45.4 litres
Engine	7 pints	3.97 litres
Gearbox	2½ pints	1.43 litres
Front axle	1½ pints	0.85 litre
Rear axle	1½ pints	0.85 litre
Under drive	1¼ pints	0.71 litre
Cooling system (without heater)	10½ pints	5.96 litres
Engine		
Number of cylinders	4	
Bore	73.7 mm.	
Stroke	87.5 mm.	
Capacity	1493 cc.	
Compression ratio	6.8	
Cooling System:		
Circulation	Pump. Thermostatically controlled flow.	
Fan	12½" diameter, 6 blades.	
Carburettor	Single downdraught with built-in governor.	
Transmission		
Clutch	7½" diameter diaphragm type.	
Gearbox	From the clutch shaft a set of transfer gears drives the all-synchro four speed gearbox, the main shaft and integral pinion driving forward to the final drive unit. Transfer gears, gearbox and final drive are housed in a single casting attached to the cylinder block. Separate engine oil and transmission lubrication. Under drive and 4 wheel drive: Rear cover to gearbox carries a layshaft type under drive — input from clutch shaft and output by coaxial shaft to the transfer gears. Dog clutch drive from mainshaft to rear axle via normal propeller shaft. The normal front wheel drive provides 4 speeds in the high range. Selection of 4 wheel drive also engages the under drive and gives 4 speeds in the low range. Push-Pull control mounted between seats.	
Suspension	Front: De Dion type. Springs controlled by telescopic dampers. Drive shaft has constant velocity universal joints at both ends and sliding splines. Rear: Live axle type. Springs controlled by telescopic dampers.	
Brakes	Hydraulically operated drum brakes. 9" x 1¾" two leading shoe type on front wheels. 8" x 1¾" leading and trailing shoe type on rear wheels.	
Steering	Recirculating ball steering unit.	
Frame	Side members and cross members Top Hat section. Body bearers are full width channel section members welded to cross members. Fully bolted construction. Chassis members specially treated to resist rust.	
Battery	12 volt.	
Radiator	Semi-sealed system.	
Performance	Engine performance: Maximum power 50 b.h.p. at 4300 r.p.m. Maximum torque 820 lb.in. at 2700 r.p.m. (Equivalent to 113 lb/sq.in. b.m.e.p.). Transmission ratios: Axle ratio 4.875 : 1. Underdrive ratio 1.609 : 1.	
Acceleration	From rest through gears (normal range) 0-20 m.p.h. — 4.39 secs. 0-30 m.p.h. — 8.52 secs. 0-40 m.p.h. — 15.24 secs. Top gear acceleration (normal range) 20-40 m.p.h. — 17.13 secs. 30-50 m.p.h. — 22.63 secs.	
Maximum speed	59 m.p.h. at 4375 r.p.m.	
Optional Extras	A wide range of extra equipment is available. Full details will be supplied on request.	

Produced by **AUTOCARS COMPANY LTD.**

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Plant and Offices: Tirat Carmel (near Haifa)
Telephones: 941161-8

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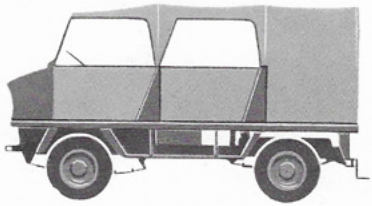

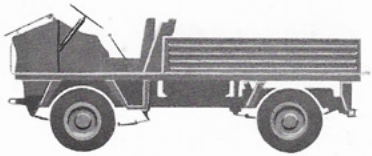

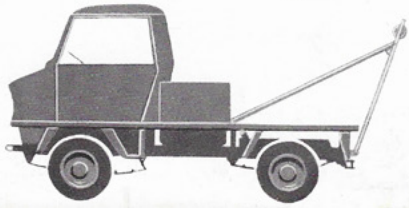

FOUR-DOOR HERALDS AND GAZELS IN INDIA

7 JUNE 2021. By Chris Longhurst

In India the two-door Standard Herald Mk II was about to get a four-door make-over as the Standard Herald Mk III. This was described as 'the car of the year' when launched in ~1968.

This car used the Vitesse-style bonnet of the Indian Standard Herald Mark II but was in four-door format; most probably based on the plans from the Triumph Herald four-door prototype X696 (see *Trumpet,* April 2025). The front end of the Mark III was slightly more attractive than the Mark II with a 7" Herald headlight inboard and with the Herald/Vitesse rectangular side light/flasher unit outboard of the headlight*.

The rear had the boot-lid style found on later Standard Herald Mark IIs, with no indentation for the number plate; the car had a 'Standard' badge on the front and 'Standard Mark III' on the rear.

The Standard Herald Mark III was also sold in Estate form and referred to as

the 'Standard Herald Mk III Companion' – I understand that the rear tailgate was made from fibreglass. Both Saloon and Estate versions of the Standard Herald Mark III retained the 948cc engine of early Triumph Heralds.

*__Note :__ *The brows and the pupils on the headlights of the Herald are the result of an archaic MOT India code The intent was to reduce glare from the headlights to oncoming traffic. They may have cut down the glare, but the car looks like it's glaring anyway.*

__Fun fact:__ *Indian auto parts companies used to give these pupils for free, branded.*

Standard Gazel

In the early 1970s a final major revision of the Standard Herald four-door was launched as 'the small big car' – the Standard Gazel. The front end still used the Vitesse-style front but was more stylish than the Standard Herald Mark II and Mark III.

The chrome Herald-style bonnet catches are still present as the forward opening bonnet was still used. The rear has been radically restyled, losing the fins of the Triumph and earlier Standard Heralds. The interior was also revamped with a bench seat at the front and the rear suspension was revised to lose the Herald's rear cross spring and independent drive-shafts. The car was badged as a 'Standard' on the bonnet and a 'Gazel' on the boot lid.

A later revision of the Standard Gazel lost the bonnet catches (although the indentation can still be seen on the front wing to indicate where they would have been) and a rear hinged 'conventional' bonnet lid was introduced; the rear of this 'Mark II' Gazel was similar to the Mark I.

I'll finish the story of Indian Herald 'derivatives' by highlighting Stirling Moss' involvement with the Standard Gazel. In 1990, when I was the Herald Register Secretary for the Triumph Sports Six Club I received a letter and the loan of some photographs from John Yeomans who had been Technical Manager for Tyres for Dunlop India Ltd. from 1972 to 1976. In 1975 he was involved with demonstrating Denovo 'Run Flat' tyres; the Dunlop Managing Director – Mr R.G.Nairn – organised a demonstration in Delhi in 1975, the icing on the cake being that his friend Stirling Moss was to drive the test car. Standard Gazels were chosen for the demonstration as the Denovo tyres would not fit the rims of Hindustan Ambassadors or Premier Padmini Fiat 1100 derived cars. In the photo above two Standard Gazel Mark I cars can be seen waiting to test the tyres.

Stirling Moss (complete with 1970s sideburns!) can be seen alongside a Gazel (below) – the cable looped around the front near-side door was there to deflate the tyre at speed. The demonstration was a great success with Stirling commenting that he 'was hardly aware that anything had happened".

Maltese Triumph Courier stopped by Sussita

Israel Motor Industry / Cars, Trucks and Buses in Israel

In 1960s Israel, the compact mini-van was a station wagon, with lots of space for cargo and potentially also a kid or two behind the rear bench. Those lucky enough rode a five-door "station", a Ford or maybe an Opel, while others had to make do with a three-door variant. One step down were the light panel vans, actually the very same three-door wagons, with metal panels replacing the rear side windows, and with two front seats only. That was a tax shelter. With these panel vans being classified as a commercial vehicle, they could enjoy reduced taxation, which at times meant a 15% price difference to a proper wagon, and made the purchase of a grey or white panel van a very sensible solution for your family. And as Israelis have always been creative, it did not take long before two small glass windows were fixed into the rear sides of the van, a rear bench was bolted into the floor, and all lived happily ever after.

The above formula was no secret, and the management of the Standard-Triumph importer since 1934, Israel Motors of Haifa, was well aware of it. As of 1961, the sporty Herald was the backbone of Triumph sales in Israel, with substantial success. When a panel van, named "Courier", was launched in the UK in February 1962, it was soon exported to Israel. The first Courier was registered in Haifa in July 1962.

Panel vans were very popular in Israel, but less so in Europe. Other than tax sheltered markets, such as Denmark and the Netherlands, and the panel van-sympathetic UK, the Europeans were apparently not open enough to prefer this over a genuine wagon – with side windows and a rear bench. And as this was a rather compact, but not that inexpensive, van, the demand for the Courier was low. Two years and a half, and some 5,000 units after production started, Courier assembly in Canley ended. As expected, the Israeli distributor did not particularly appreciate this change in Triumph's line-up, as the Courier imports, 33 vans

in total, constituted over10% of its total imports during 1964.

At the time, Standard Triumph operated a global network of 12 assembly plants, spanning from Belgium to India and New Zealand. The concept was simple: CKD sets were imported, taxation was lowered. In some cases assembly included models that were tailored for the market or, better yet, obsolete models that were no longer being sold in the UK. In Malta, a local assembler named Mizzi Car Assembly (MCA for short) launched in1960 a Herald assembly line in the city of Marsa. MCA continued to assemble the Courier after its British demise. Period documents raise the question of whether the Courier assembly was destined for Israel only, but in any case, over the months of October and November 1965, a total of 54 units were assembled by MCA and shipped to Haifa. Priced at IL 11,950, it was an expensive van, but these vehicles were all sold by end of next March, a testimony to their solid sales potential.

On Friday, 3 December 1965, Standard-Triumph signed a contract with Autocars Co. of Tirat Carmel, a local manufacturer of the glassfibre-bodied Sussita and Carmel. Autocars was to become an assembler for Triumph in what was seen as an emerging market. A week later, a termination letter was mailed to the long-established local Triumph distributor, fixing the termination date at 15 February 1966. Over the coming two months, the Leyland management discussed the future distribution of Triumph products in the Holy Land. "By giving to Autocars exclusive distribution rights there will be a breach of the Agreement with Israel Motors", wrote Leyland's secretary and solicitor, A.J. Everton, to George Turnbull, the Leyland General Manager, adding that "it should be pointed out to them [to Israel Motors] that Autocars have agreed to appoint them main distributors for imported built-up Triumph vehicles…in addition they are being offered the Autocars franchise which they did not have previously". It is at this point that the secretary approaches the Courier issue. "They therefore cannot be said to have suffered any material loss, although in this connection I think the question of the imports of the Courier from Malta… should be considered".

The "Courier question" was all too clear after a quick look at the Autocars line-up. While Triumph was generally offering cars that appealed to a different audience than that of Autocars, the Courier was a potential strong competitor to the Sussita 12 Van, a major product whose assembly started in those very same months. Autocars, surely enough, would not present an imported van, with a much better image, next to their Sussita, even if the price difference was a hefty one at 27%.

Everton got the picture right. On 1 February 1966, Zvi Sperling, the Israel Motors owner, gave his written agreement to the contract termination, in return for his appointment as the local distributor of Autocars and of the imported Triumph products. In the Tel Aviv showroom, the elegant Courier gave way to the Sussita 12.

The President's Lunch 20 July 2025

By Graeme Oxley, TCCV member #471

It doesn't seem like 12 months ago since the last President's lunch. It was a really nice morning with 40 TCCV members and 17 Triumphs. The assembly point was the car park at York on Lilydale. Some did drive their everyday cars. Our planned departure time was 11am. Some went inside the York for a hot coffee. Soon it was time to head off. We used the same route as the Drive your Triumph. This would be one of the prettiest drives you can do in the area. My advice is that if you didn't do the drive, find the time and do it and have a meal at the Upper Yarra RSL at 119 Settlement Road.

On arrival at the RSL we ventured inside as it was warmer. Eventually we chose our tables and ordered our lunch. The meals here are plentiful and served hot. We all enjoyed our delicious meals.

Once we had finished our meals the Prez got up and thanked everyone for attending. Members stayed around for a couple of hours. Peter and Janet Byrne, and Peter and Janelle Falkner were not able to attend. We all wish Janelle well in her recovery.

All up it was a really nice day and lunch. Trust that everyone had a safe trip home.

Please consider applying for the combined Triumph event in South Australia. The South Australian boys have put in a big effort to make this a successful event. I am looking forward to the boat trip on the Murray River.

2025 Show and Shine

By Peter Welten, TCCV member #546

On Sunday 25 May this event was once again held at the Steam Engine Works in Scoresby, a sunny day in late Autumn with 36 Triumphs and over 50 members attending.

The 2026 event will be held at the same great venue next year and hopefully we can get a few more clubs involved.

The following are the winners and runners up:

Stags

Winner – Roger Makin

Runner Up – Tony Quinn

TR 3/3A

Winner – Denise Maguire

Runner Up – John Kay

TR 4/4A/5

Winner – Tony Quinn

Runner Up – Keith Brown

TR 6

Winner – Hugh Van Essen

Runner Up – Terry Roche

TR 7/8

Winner – Rohan Sharpe

Runner Up – Stu Smith

Herald/Vitesse

Winner – Steven Clarke

Runner Up – Theodore Rau

Spitfire/GT6

Winner – Peter Spanos

Runner Up – Phil Riley

Pre 63 4 Cylinder Sedan

Winner – Graeme Johnstone

Post 63 4 Cylinder Sedan

Winner – Colin Jenkins

Post 63 6 Cylinder Sedan

Winner – Peter Welten

Runner Up – Nigel Ross Gilder

Car of the Show

Tony Quinn – TR4A

20 Holy Grail Tips For Taking Care Of Your Classic Car

MSN News Feed

Submitted by Alan Andrews, TCCV member #572

Some members may have read this news feed already, but I found it useful and thought others may too. It's American, of course, so I upgraded to spelling to the King's English. *Alan*

Keep Your Classic Car Thriving

Have you got a classic car in your garage? If so, then you already know it's your four-wheeled trophy. Treat it right, and it'll reward you with a smooth ride and jealous stares. But neglecting it could be the worst mistake of your life. So, here are 20 holy grail tips to keep that vintage (Ed. Or classic) beauty running like a dream and looking sharp enough to outshine all of the newest cars on the road.

1. Regular Fluid Checks

Neglected fluids cause catastrophic failures. Engine oil lubricates moving parts, coolant prevents overheating, and brake fluid ensures stopping power. Unlike modern cars, classic engines consume more fluids due to outdated seals and tolerances. Hence, check levels weekly and always carry extra coolant.

2. Frequent Oil Changes

Fresh oil keeps an engine running like a dream. Over time, contaminated oil thickens, causing friction and premature wear. Synthetic blends may work but always warm up the engine before draining old oil to ensure that debris flows out completely.

3. Proper Storage Conditions

Extreme temperatures wreak havoc on classic cars. Cold weather thickens fluids, and humidity invites rust in the most unexpected places. Store it indoors with a dehumidifier or silica gel packs to absorb moisture. If parking

outside, avoid direct sunlight—UV rays fade paint, harden rubber, and dry out interior fabrics.

4. Regular Driving

A car sitting still for months ages faster than one that's driven weekly. Every few weeks, take it for a long drive, letting the engine reach a full operating temperature to burn off moisture inside the exhaust system. Short trips won't do—it takes at least 20 minutes for oil to circulate through all internal components.

5. Routine Inspections

Classic cars don't come with warning lights for every problem, making manual inspections essential. Run a hand over the hoses to detect soft spots or cracks. Look for telltale oil drips under the engine—black means engine oil, red signals transmission fluid, and green indicates coolant.

6. Tyre Maintenance

Vintage cars often use bias-ply tyres, which require different care than modern radials. These older designs flat-spot easily when parked for too long. To prevent this, roll the car back and forth periodically or use jack stands to keep weight off the tyres.

7. Brake System Checks

Drum brakes, common in pre-1970s cars, overheat faster and require more maintenance than modern discs. If the pedal sinks to the floor, the master cylinder could fail. Bleed the system every two years to remove air bubbles that reduce braking efficiency.

8. Cooling System Maintenance

Engines from past decades weren't designed for today's traffic. Overheating destroys cylinder heads. Flush the coolant annually and check for radiator leaks. If the water pump groans or the thermostat sticks, replace them before a breakdown leaves you stranded.

9. Use Of Quality Parts

Cheap parts ruin great cars. Ever installed a reproduction part that fits almost right? That's a headache waiting to happen. Ill-fitting bushings cause vibrations, and bad rubber seals let water in. A cheap part might save you money now, but it'll likely cost you twice as much in frustration down the road.

10. Electrical System Care

Vintage cars use generators instead of alternators, which require periodic voltage regulation. If the dashboard lights dim when revving the engine, the voltage regulator may be faulty. Original wiring insulation degrades faster than modern materials—replacing key wires prevents fires.

11. Rust Prevention

Moisture hides in crevices, where it's hardest to spot. Waxing only protects the surface; real rust prevention requires coating the undercarriage with oil-based inhibitors. Hence, if the car was originally undercoated, reapply for protection every few years.

12. Proper Lubrication

Squeaky hinges and stiff steering mean your car is screaming for lubrication.

Classic cars have more grease fittings than modern ones and skipping them leads to parts grinding against each other like bad dance partners. A $5 grease gun today saves thousands in replacement parts later.

13. Fuel System Maintenance

Old fuel turns into varnish, clogging carburettors and injectors. Use ethanol-free fuel to prevent rubber seals from deteriorating. If a classic sits for months, add a fuel stabilizer to prevent gum deposits. Drain the fuel tank yearly to remove moisture contamination.

14. Battery Care

Lead-acid batteries lose charge faster in classic cars due to older electrical designs. A trickle charger prevents depletion during storage. Clean corrosion off terminals with a mixture of baking soda and water. Loose battery clamps cause voltage drops—tighten them to avoid electrical failures.

15. Proper Cleaning Techniques

Household soaps strip wax and damage paint. Use pH-balanced car shampoo and microfiber cloths. Avoid automatic car washes—rollers scratch clear coats. For interiors, leather requires conditioning, while vinyl needs UV protectants to prevent cracking. Plus, keep chrome polished to maintain its iconic shine.

16. Interior Preservation

Just like the exterior, a classic car's interior also ages over time. Leather cracks without conditioning, dashboards fade under sunlight, and carpets trap moisture. To protect it all, a windshield sunshade is a lifesaver. And if your car starts to smell like an old library, it's time to clean out those vents.

17. Professional Tune-Ups

DIY maintenance is great, but periodic professional inspections catch hidden issues. Carburettors, timing adjustments, and valve lash require experienced hands. A mechanic specializing in classic cars understands nuances that general auto shops may overlook. Schedule a tune-up every 5,000 miles.

18. Documentation of Maintenance

A classic car without records is like a mystery novel missing its last chapter. Keep track of every oil change, part swap, and tune-up—future mechanics (or buyers) will thank you. Plus, there's nothing quite like the satisfaction of flipping through a well-documented service log.

19. Climate Control Usage

HVAC systems in classic cars often go ignored until they fail. Run the heater and air conditioner occasionally to prevent the seals from drying out. If the air smells musty, mould may be present. Hence, cleaning ducts and replacing filters keeps vents and blower motors functioning.

20. Avoid Short Trips

Cold starts can speed up engine wear. A short drive doesn't allow oil to circulate fully, leaving deposits inside the cylinders. Plan longer routes when possible. If a short trip is necessary, rev the engine slightly when idle to warm up the fluids and burn off condensation.

UK Highway Code Outrage Announcement

By Alan Andrews, TCCV member #572

Peter Truman sent me the picture above – thank you Peter.

I am amazed that the British Highways Department has the audacity to show Triumph Heralds as representative of "slow" classic cars.

"How dare they!", I say indignantly.

But there is a serious side to owning a classic car that has difficulty in keeping up with today's traffic, particularly on 110kph freeways. Some say the same can be said about caravanners.

Many will know I am experienced in both owning a Herald and towing a caravan. I hardly ever exceeded the dizzy speed of 100kph when driving Gerald or nowadays when towing. I am told that can annoy other road users: surely not.

To reduce that annoyance, here is what I do.

When on multi-lane highways, keep to the left lane, but transfer to the correct lane in good time when exiting – don't leave it to the last minute. If in convoy, keep sufficient space between you and the vehicle in front so others can slot in if they need to when they overtake. To give others a chance to pass, avoid speeding up when going downhill or when entering a passing lane facility.

I find that overtaking semi-trailers when they slow to a crawl going up hills, particularly when they are near the top, can be a problem as they inevitably race down the other side coming up behind at frightening speed.

I refrain from stopping on the side of busy freeways like the Monash. Why? Because the traffic coming up behind is travelling at the speed limit and both Gerald and towing takes time to pull out and get up to a safe speed. The last thing anyone wants to have happen is a concertina crash caused by moderate acceleration from a standing start.

But getting back to Heralds being "slow": Some years back, TCCV organised a Grand Tour which included departing Bright heading for Bairnsdale. A memorable event not only for the driving, the camaraderie and the experience, but also because Gerald was the first to arrive at Dinner Plains. I hasten to add that the fact that we left half an hour before everyone else had nothing to do with it … **Keep smiling, drive safely.**

Webmaster's Report for the TCCV AGM, 20 August 2025

By Alan Andrews, TCCV member #572

It has been a privilege to serve as the Club's Webmaster this year, with an emphasis on improving data security, maintaining existing functions and implementing new features.

With the *Trumpet* magazine now published bimonthly, a monthly 'Newsletter' was created. The Newsletter will display members' items, events, links to regalia and, because access is restricted to Club members, a list of shared magazines from other clubs. Actual links to read them are in Members Only.

Unfortunately, the Newsletter cannot be emailed to members because the mail server strips attachments. However, members can submit Newsletter content such as technical questions, alerts in support of their Triumph Trading adverts, and general Club-related feedback via a link in Members Only.

Please contribute to the Newsletter to keep it active.

To help prevent personal information from being easily accessed and misused by identity thieves and scammers, some menu items have been moved to Members Only.

Previously, a separate mobile website was available. Both sites were consolidated into one this year, to avoid me duplicating updates.

Members can review their Club Permit information as recorded on the official spreadsheet, via an updated link in Members Only. Email corrections to Tony Cappadona, CPS Secretary, at clubpermitsecretary@tccv.net

A standing invitation is extended to members to contribute photographs of their Triumphs for inclusion on the Home page. If you would like your vehicle to be featured, please email relevant images as attachments to the Webmaster.

The new common password for access to Members Only and Events will be emailed in a trumpet1 at the end of August.

To learn more about the Webmaster role before deciding on a nomination, see 'Webmaster Duties – A Brief Overview' in Members Only.

webmaster@tccv.net

0418 947 673

MEMBERS' INFORMATION

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

A reminder to all our members that the mission of the Club is "For the preservation of the Triumph marque." A key element of this is through sharing knowledge and experience among our members. This can be done in various ways, such as meeting face-to-face at monthly meetings and events, and talking with others. Or by writing a short 'Tip or Technique' for the *Trumpet* magazine that you have used to keep your Triumph car running, maybe sourcing alternative parts, etc. Do what you can to ensure that we continue to preserve the Triumph marque.

We hope your membership meets all your expectations and 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, contact the club's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

Our total membership as at 31 July stands at 263. If you haven't already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form (https://www.tccv.net/members-only/forms/update/htmlform/update1-iframes.php) if any changes are needed.

New members who have joined since the previous report are:

Lee Beckworth 2500 TC

Naz Cugliari Stag

Aiden Deane TR6

Don O'Gorman Stag

Bert Vita TR4

Membership Renewals

Note that Membership Renewal Notices were **emailed** at the beginning of May. If you have not received the notice, contact me at membership@tccv.net as soon as possible. A new feature this year is automatic virtual receipts which are emailed following notification that membership renewal fees have been paid. Keep these email receipts so that you can check later in case you forget if you have paid or not.

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 and identifies TCCV members at public events. Some members have ordered name badges for their spouses/partners. If you haven't already done so, perhaps you might also like to do this. Please advise me if you require additional/replacement badges ($10 each).

TCCV Membership

$50.00 Annual Membership.

$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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