

The TRIUMPH

October 2025

TRUMPET

The Triumph Car Club of Victoria Online Magazine



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For the Preservation of the Triumph Marque

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

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The Triumph Trumpet is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A0003427S)
Past copies of the Trumpet are available in the Members’ section of the TCCV website atwww.tccv.net.
The Webmaster can provide the necessary password to access this reserved area.

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EDITOR'S NOTE

Hello!

Following the August AGM, and with no one putting up their hand to take over the *Trumpet*, I am still here!

After discussions with the President and the Webmaster, we decided that the magazine need not follow its previous style as it was no longer printed. So this 'new look' *Trumpet* is the result.

There is also now a 'magazine team' who will work on developing content for each edition of the magazine. If you have any suggestions, criticism (constructive, of course!) or comments about the *Trumpet*, please feel free to email magazingroup@tccv.net or editor@tccv.net and we will take your input on board.

Alan Andrews found the ad opposite for the Georgia Triumph Association, which also has a *Trumpet* magazine! Thanks also to Alan for his article on British car manufacturing, and an overview of 'Motoring in the '60s'.

David Ferguson has new-found video skills, and Membership Manager Roger McCowan outlines the TCCV renewal process.

We are also going to feature some previous *Trumpet* articles that may be of interest to those members who may not have seen them. This edition features information about SU Fuel Pumps by Roger Garnett from the October 2005 magazine.

In addition, we have been asked to pass on the following information about the **VicRoads Club Permit Number Plate Survey**:

The AOMC and VicFed have jointly made good progress in discussions with VicRoads about a number of issues involving the heritage vehicle movement, and number plates has been one of these topics. It is therefore pleasing for us as peak bodies to be asked by VicRoads to help distribute a short survey seeking to find out more about what the movement would like to see happen with custom number plates for cars on the CPS.

The survey is designed to gather insights from car enthusiasts across Victoria to help VicRoads better understand their interests and preferences when it comes to custom plates. The feedback VicRoads receives will play a valuable role in shaping future initiatives that celebrate and support the car club community.

Survey link: [CLICK HERE](#)

Closing date: Wednesday 15 October

It would be appreciated if as many members as possible could take the time to complete this short survey.

See you in December!

GTA Wants to Hear From You!



The **TRUMPET**, GTA's monthly newsletter is a great place to introduce yourself, tell us about your car, share a memorable drive, share your latest project or maybe one that you are planning. If you don't know where to begin consider submitting a "GTA Member Spotlight". An outline can be found on our website just click the button at the bottom of this page.

If you enjoy reading the **TRUMPET** you know that the best articles are those written by our members.

Send articles with photos via email to newsletter@gatriumph.com. If you don't have access to software like MS Word or Pages or just don't care to use them, send your story and photos in an email. You can submit your article anytime but to insure that they make the next issue have them to me before the 25th of the month. Send a photo of your car to be featured on the cover.

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6 issues published online annually
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President's Ramble

By Tony Cappadona, TCCV member #662



Iain Perrott flying the TCCV flag at the Goodwood Festival of Speed on 14 September

Dear members and Triumph enthusiasts. We have entered a new club year now that we have had our August AGM. There is quite a bit happening: Euroa Show and Shine on 5 October; AOMC Club and Trade Expo at the Penrite headquarters on 18 October which looks very interesting; and of course, the annual Tri-state Run with SA and Canberra from 24 to 26 October. I have been a regular at this run since my time at TCCV and I have always found it very enjoyable. Unfortunately, I can't make it this year as Diana and I are travelling to Dubai to spend some time with our son.

We also need to start thinking about our Christmas Party. This will be held at Manningham Hotel from 12 noon on Sunday 14 December at the opposite end to where we hold our monthly meetings. Please register your attendance in the Events calendar. Last year we weren't able to subsidise the event because people paid individually for their meal, and I apologise for that. This year we have made sure that this won't happen again, as the function is fully catered. The club will pay and then collect an amount from each person. I'm not sure of the amounts but Peter Welten is organising the event and will provide you with all the details.

I would also like to take this opportunity to say thank you. Firstly, to Iain Perrott who is stepping down from the committee and to welcome Nik Hadaway who has stepped into a committee position. Also, to Graeme Oxley who has been our most recent Events Coordinator. Graeme is stepping down from this role; however, he will organise the October 2026 Tri-state event. Graeme, together with Brian Tink from Canberra, organised the very first combined event 20 years ago.

With Graeme stepping down as Events Coordinator, we are trying something new – replacing him with a team of four – Andrew Donald, Rohan Bond, Andrew Richards and Ron Richardson. I'm hoping this approach will ease the load on any one individual and give us knowledge of different geographical areas across Victoria.

I've been trying to bring a team together for the *Trumpet* magazine. For some reason, people aren't so eager to jump in on this one. I've had some very interesting conversations with members. The *Trumpet* team as it stands will consist of Fran, Jimmy, Alan Andrews, Al Billingham, and myself. Fran is editor in charge, Jimmy is in charge of design and re-design, and Alan, Al and I will help to provide content. You

will have noticed changes to the *Trumpet* this month. Jimmy is redesigning the magazine to optimise it for viewing online. He is also making it template based which will make it less complicated to produce.

At the last committee meeting we agreed to implement a mentoring team for new members. Mentors will invite new members to attend a meeting as their guest. They will also explain how the club operates, how to find and register for events and put them in touch with car captains and club permit officers, etc. So far, our mentors are Dave Harden, Terry Roche and Graeme Oxley. If you would like to be a mentor or if you would like to have a mentor assigned to you please let me know.

And finally, Roger McCowan is currently working on a redesign of the membership renewal process. This is necessary due to a number of our emails which are sent in bulk, ending up in junk or SPAM folders. Roger has written a separate article on this proposed new process. We will also attempt to put a PayPal facility on the TCCV website.

See you at a meeting or event soon.



You're invited to a Christmas celebration!

Triumph Car Club of Victoria

Date

Sunday 14 December 2025

Time

12:00 Noon

Location

Manningham Hotel, Bulleen
Function room at the opposite end to our normal meeting room

What to Expect

Subsidised lunch

More details to follow

RSVP by Friday 5 December

Register your attendance in the Events Page of the website.
If you can't access the website, email webmaster@tccv.net



Triumph Italia 2000 vs Sunbeam Venezia:

Latin lessons

Classic & Sports Car 5 Mar 2025

By Martin Buckley

Images: Luc Lacey

As enigmatic oddities go, the Sunbeam Venezia and Triumph Italia 2000 are about as niche as it gets.

Based respectively on the Humber Sceptre and the Triumph TR3, they are part of a short-lived genre of British cars that were not only styled in Italy, but also built there.

More than just one-off showstoppers, but something less than true production models (combined Venezia/Italia output was fewer than 600 units), they were beautiful and – to an extent – luxurious yet mechanically ordinary rarities that

The Triumph Italia 2000 wears eye-catching, knock-off wire wheels



tapped into both the contemporary British obsession with Italian styling, and that market's now difficult to credit (and somewhat transient) fondness for certain relatively prosaic English machinery of 60-plus years ago.

In the land of zestful Fiats, sophisticated Lancias and sporty Alfa Romeos, there was a living to be made, it appears, from selling Hillman Minxes and Austin A40s (supplied in knock-down kit form) to those Italians

who simply wanted something different. Both the Italia and Venezia bridged the gap between coachbuilding and semi-quantity production, but neither hit the critical mass that would have allowed them to compete on an equal footing with the mainstream Standard-Triumph and Rootes Group models that inspired them.

[Giovanni Michelotti](#) was to Standard-Triumph what Pininfarina represented to the British Motor Corporation: a one-stop

The Triumph Italia 2000 resists body roll but works best on smooth roads, while the brakes are strong



Comfortable seats in the Triumph Italia 2000

shop for the latest in Continental styling at a time when all aspects of the Italian lifestyle, be it coffee bars, furniture or hairstyles, was a blessed relief from the post-war gloom of an England only recently off the ration books. Triumph had been out of the blocks briskly in the early '50s with its TR sports cars, which sold well in spite of their bug-eyed styling rather than because of it.

Projects such as the 1957 Vignale-bodied, Michelotti-penned Dream Car based on the Triumph TR3 (plus the Zest and twin-cam-engined Zoom prototypes) showed that there was an awareness of the problem, although strong American TR sales perpetuated a hesitancy to upset the status quo. Enter [Salvatore Ruffino](#), the Naples-based Standard-Triumph importer.



The Triumph Italia 2000's 2-litre 'four' is torquey and quite vocal

Convinced that the TR3 looked “too British” for local tastes, he consulted several styling houses (including Zagato) before commissioning Vignale to build Michelotti’s vision of a reimagined and more luxurious fixed-head Triumph sports car, with plans to produce up to 1,000 units per year. The Italia 2000 was first revealed at the Turin Salon in 1958 and production began in 1959, with a more conventional nose and headlight treatment for

prototype number two, which is thought to have been Signor Ruffino’s personal car.

The first Italia was later sent to Standard-Triumph for evaluation, and the importer managed to extract a verbal agreement from the seemingly impressed British firm that every one of its dealerships would stock an Italia.

Doubtless they would have been good for showroom traffic, but when Leyland

took over Standard-Triumph, the new management refused to honour the agreement.

Vignale built the first 13 examples, the remainder being constructed on a production line rented from Vignale by Ruffino. With altered badges and other detailing, full production kicked off at the end of 1959, but only six Italia 2000s (out of 330) would ever be built in right-hand drive.

After production ended in 1963, it took a further two years to sell the remaining 29 examples on the North American market, where buyers proved understandably resistant to the \$5,000 price-tag.

Further options such as leather seats, an adjustable steering column and overdrive could boost that figure way beyond the \$3,000 that would have bought a Triumph TR3A.

Where the Triumph Italia 2000 was a

The Triumph Italia 2000's steering needs plenty of correction, even in a straight line



steel-bodied two-seater with a separate chassis, the 1963-65 Sunbeam Venezia, styled and built by Touring of Milan, wore aluminium panels over the firm's patented Superleggera framework, with Humber Sceptre unitary underpinnings sent from Coventry.

Touring was already assembling 10 Hillman Super Minxes and four Sunbeam Alpines a day for the local market, and its changes to the open sports car – twin wing-mounted



The Triumph Italia's turned-aluminium instrument cluster and short-throw gearchange



The Sunbeam Venezia's steering is light and lower-geared

fuel tanks to improve boot space, trimmed-down tailfins – would inspire later factory versions of the model.

Enthused by the idea of an Italian-styled Sunbeam sports saloon, Lord Rootes gave the go-ahead for the Venezia in 1961 after seeing Touring's 1:10-scale model.

The finished product was 11 inches longer than the Humber on which it was based, and launched to great fanfare in Venice – the prototype arrived on a gondola.

A £1,400 asking price put it in the same territory as the Jaguar 2.4 and Sunbeam Tiger, and import duties ruled out any British market for the car right from the start.

The Sunbeam Venezia was good for just over 100mph on 88bhp – an unexplained 8bhp up on the Sceptre.

Still, it was a useful 50kg lighter than the Rootes saloon (from which it borrowed its front 'screen') and came with overdrive, an oil cooler and reclining front seats as



The Sunbeam Venezia's long doors make access easy

standard.

It was said to be 60% local in content, with tyres from Pirelli and Ferrari 250GT doorhandles, while the ashtray and quarterlight catches were shared with the Aston Martin DB4.

It also featured extensive internal sound-deadening for a more luxurious feel.

Other details, such as the tail-lights, instruments and Sunbeam grille, were pure

Rootes Group parts bin.

Both the British and the Italians were realistic about sales from the start, but even talk of 350 examples annually turned out to be wildly optimistic.

Only 154 Sceptre kits were sent from Coventry to Milan, although a few more may have been assembled from leftover Alpine/Minx parts.

Against a background of strikes at Touring's

newly opened factory and problems at Rootes (the Imp was sending the firm broke), the Venezia was hardly a priority.

When Touring ceased trading in 1965, the fate of the Venezia was sealed, although the last examples may have been assembled as late as 1967, and some were not registered until 1968.

Following a 25% price reduction, the final 10 Venezias ended up in Spain.

Without knowing the history behind either car, both could be mistaken for Italian exotica.

Mike Wheeler's slim, beautifully proportioned Triumph Italia could easily be a baby Maserati (it shares quite a lot with the one-off Michelotti BMW 507 as well), while the quietly elegant Sunbeam Venezia, with its quad headlights and glassy, slim-pillared roofline, is a pleasing combination of Lancia Flaminia GT and Aston Martin DB4.

The Italia was nut-and-bolt restored during lockdown by an ex-P&A Wood employee and has now been on the road for three years.

It is one of the six original right-hand-drive Italias, but Mike knows of a further surviving example under restoration in the north-east.

John Neal bought his Sunbeam Venezia in 1982 and used it as a daily driver at first.

Ownership has been a question of "preserving rather than restoring" says John, who produced a book on the Venezia in 1988 to celebrate its 25th anniversary.

It is thought to be a 1965 example built for one of the bosses of Rootes Italia, with whom John reunited the car a few years ago, and one of only two right-hand-drive Venezias, if you include the prototype.

Just in excess of 40 survivors are known worldwide.

Neither car gives any clues to its origins, although the Italia shows an indecent amount of its TR3A anti-roll bar and steering gear, seemingly more exposed here than on the British original.

The Sunbeam has long doors that allow

Rootes Group hubcaps on the Sunbeam Venezia





The softer Sunbeam Venezia is more laid-back, with a safety net of understeer

easy access to the rear seats, and an impressive, nicely detailed dashboard features the usual revs, amperes and water-temperature information, plus an oil-temperature gauge.

The glovebox is huge and a grabhandle forms part of the dash top.

The (optional) Nardi wheel sits high on an adjustable steering column, and the deeply padded front seats don't help with rear legroom, although two modestly sized adults would fit for short trips.

The Italia, with its big, wood-rimmed steering wheel, is much the cosier of the two inside, but also has luxurious front seats with a padded area behind for a child or a dog.

The prominent transmission tunnel is plushly carpeted and there is a touch of Lotus Elite about the shape of the instrument cluster, which uses original Triumph TR3 dials and switchgear with the familiar Laycock overdrive switch to the left of the wheel.

Although built to the same formula, the Triumph Italia 2000 and Sunbeam Venezia have different characteristics once under way.

The low-slung and close-fitting Triumph feels dinky next to almost anything modern.

It is smaller than it looks, but pretty from every angle while offering clear views fore and aft around its wafer-thin pillars.

The Italia's pedals are deeply buried and thoughtfully positioned for heel-and-toe

work.
A raucous, torquey engine permits second-gear starts, and you can play tunes on the seven possible ratios offered by the overdrive, which works in second, third and top in the notchy, short-throw box.

Pick-up is lusty in all ratios without the need to use high revs – 3500rpm is sufficient for most open-road situations – as the big 'four' throbs and growls away to itself.

Cruise in overdrive top and it smooths out,

The Sunbeam Venezia's 1592cc 'four' needs to be worked





The Sunbeam Venezia's Nardi steering wheel and neat dials

but even on a well-surfaced road you are conscious of trying to hold a steady course against a natural inch or two of straight-ahead play in the steering, while at the same time avoiding the worst of the craters in the asphalt so as not to run out of its limited suspension movement.

It stops effortlessly – in a straight line – and corners flat and neatly on smooth surfaces.

The Sunbeam Venezia is a much

gentler-natured car, with relatively soft suspension.

Its light but lower-gear steering requires quite a lot of twirling, although feeding back sufficient understeer to make brisk cornering safe if unexciting.

It is much quieter than the Triumph Italia (you could convince yourself that Touring's efforts with the sound-deadening actually worked), and has much more in the way of

head and shoulder room in its airy cockpit.

Despite twin Zenith carburettors, the engine is relatively remote and prosaic-sounding, and must be worked harder than the Triumph's to extract performance.

Changing gear to keep things on the boil is no chore, though, thanks to the well-defined lever movements and a smooth-acting overdrive on third and top; it automatically disengages in the lower gears.

Triumph's reluctance to continue supplying Ruffino with TR3A chassis and running gear was likely down to the fact that it had the TR4 waiting in the wings – a development certainly inspired by the shape of the Italia, and also designed by Michelotti.

It didn't help the cause of the unlucky Venezia that it never got the latest 1725cc engine and full synchromesh box found in cheaper Rootesmobiles, although it would not have made a dramatic difference.

What it needed was a six-cylinder engine or, even better, a V8.

What a shame the contract between the Rootes Group and Carroll Shelby to fit Ford 4.2-litre V8s into the Venezia was in effect quashed by the Chrysler takeover of the British firm in 1966.



'The quietly elegant Sunbeam Venezia is a pleasing combination of Lancia and Aston Martin'

ITALIA 2000

'Vignale showed us the prettiest Triumph TR3 ever built' - Road & Track 1960

CLICK HERE to visit a great website where you can read more about this beautiful machine.



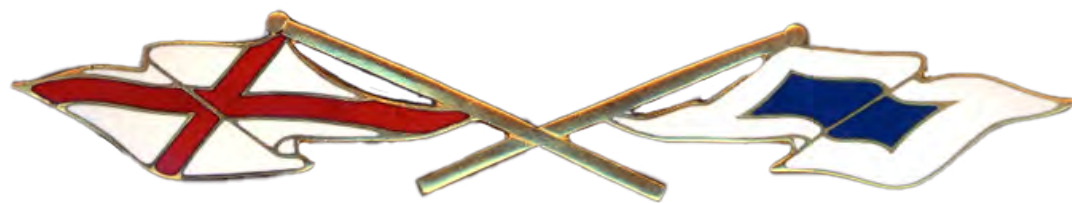
ITALIA 2000 Badging



Italia 2000 badge

This badge was found both on the bonnet and the trunk.

Later in production, the style of the "Italia 2000" and the "T.M. Triumph" was slightly modified. This happened between Italia #194 and #195. But nothing 'Italia' is ever that simple and for a few cars around #220, they must have found some left over earlier badges.



Standard Triumph / Vignale Flags

Positioned on the rear fenders along side the T.M.Triumph logo, these represent the Nautical Alphabet Flags for the letters 'S', for Standard Triumph and 'V' for Vignale.

This device first appeared on the 1958 Vanguard Standard "Vignale" III Spacemaster and then also appeared on Herald 948S as well as the 1200 coupés and convertibles and most of the 13/60 convertibles.



T.M. Triumph badge

This badge went to the right of the SV crossed flags on the rear fenders.

The T.M. stands for ' Telaio e Motori', which translates to 'Chassis and Engine'.



Styled by G.Michelotti badge

Occasionally appeared on the boot handle, on the Italia 2000 this badge was gold-plated to better stand out against the chrome.



'Vignale' cloisonnée badge

This is the Carrozzeria Alfredo Vignale crest and appears on both front fenders.



Vignale

From Wikipedia, the free encyclopedia

Vignale, today, is the luxury car sub-brand of Ford Motor Company used in automobiles sold in Europe. The former company **Carrozzeria Alfredo Vignale** was an Italian automobile coachbuilder established in 1948 at Via Cigliano, Turin, by Alfredo Vignale (1913–69). After its founder's death in 1969, Carrozzeria Vignale was acquired by De Tomaso (founded by Argentine businessman and race driver Alejandro de Tomaso). The studio ceased operation in 1973, but ownership of the name was taken over by Ford Motor Company (which had majority ownership of De Tomaso).

Since then, Ford has continued to use the name sporadically to the present day. Up to present days, Ford of Europe released Vignale versions of models Mondeo, Edge, Fiesta, Focus and Kuga, among others.

History

The first body on a Fiat 500 Topolino base was made in 1948, followed by a special Fiat 1100. Most customers were Italian firms, such as Cisitalia, Alfa Romeo, Ferrari, Fiat, Maserati, Lancia. In 1952, Vignale collaborated with Briggs Cunningham to jointly produce the Continental C-3. A close cooperation was maintained with Giovanni Michelotti who, in 1959, opened his own design studio and in 1962 definitely concluded the cooperation.

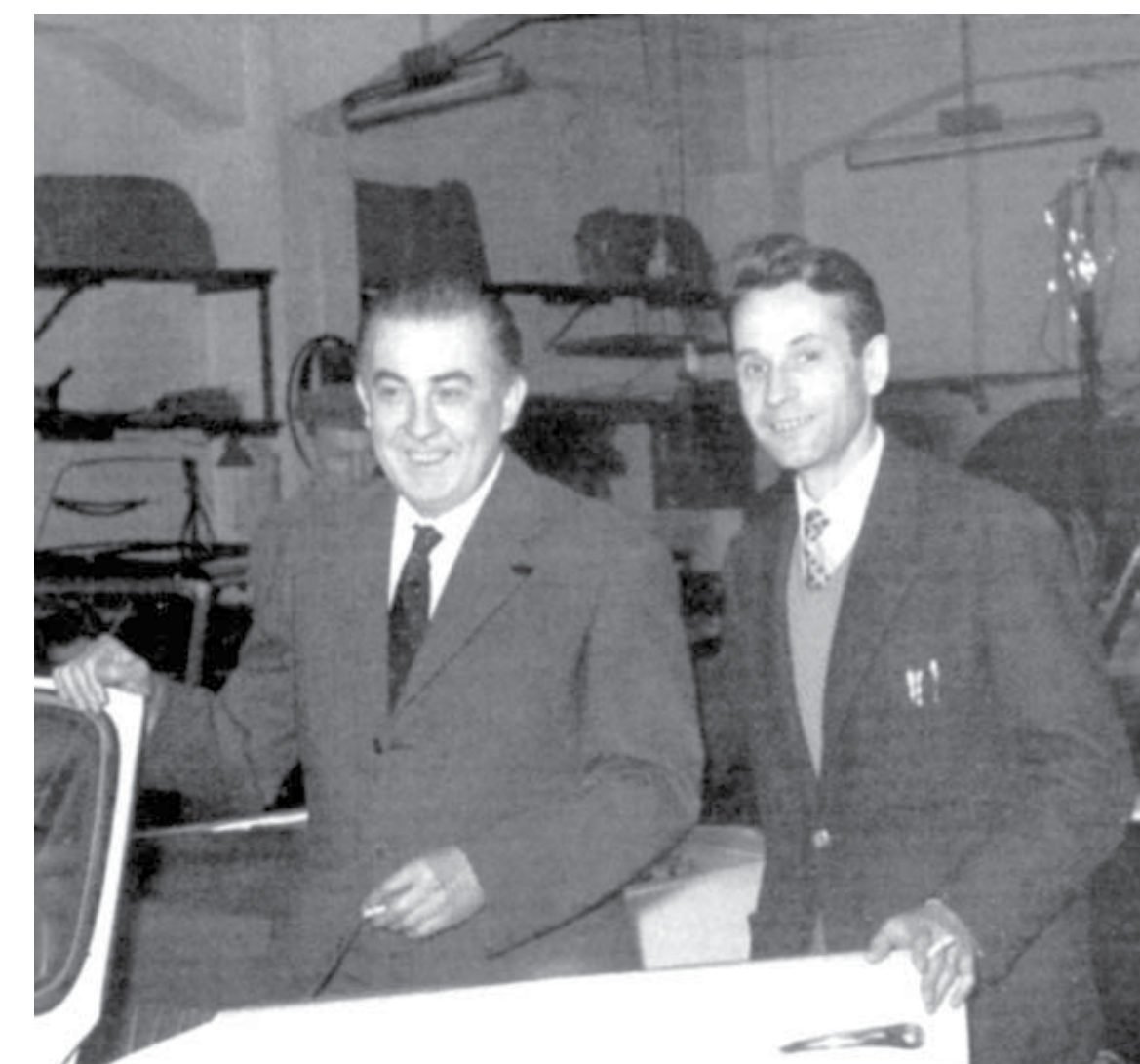
Also Rodolfo Bonetto designed a couple of cars in the early 1950s before moving to Boneschi. Later Vignale designs were created by Virginio Vairo. Vignale also designed and built cars themselves, usually low volume variants of the main production cars of these automobile manufacturers. Among them were 850, Samantha, Eveline and the Vignale Gamine, based on the Fiat 500. In 1968, Vignale designed the body of their last prototype, the Tatra 613. Vignale was taken over by De Tomaso in 1969 who already owned Carrozzeria Ghia. Shortly after selling, Alfredo Vignale died in a car crash on 16 November 1969. Both coachbuilders were sold to Ford in 1973 but the Vignale brand was discontinued.

At the 1993 Geneva Motor Show, Aston Martin, at the time owned by Ford,

produced a concept car called Lagonda Vignale. Ford then used the Vignale name in the Ford Focus Vignale concept car introduced at the 2004 Paris Motor Show; however, the production model was named as Ford Focus Coupé-Cabriolet.

In September 2013, Ford of Europe announced plans to resurrect the Vignale name as an upscale luxury sub-brand of Ford. The cars would be visually distinct from regular Ford products and have an improved dealership experience. Exclusive services, such as free lifetime car washes, will be offered as well. The first Ford model to receive the Vignale name was the 2015 Ford Mondeo.

On 1 March 2016 Ford of Europe announced a Kuga Vignale concept vehicle at the Geneva Motor Show where the company also announced the line-up of Vignale products, S-Max, Edge and Mondeo Vignale five-door models debut alongside Kuga Vignale Concept, offering a vision of the future of upscale SUVs as well as revealing Vignale Ambassadors and the signature Vignale collection.



Alfredo Vignale and Giovanni Michelotti
© Jensen Museum

For more information [CLICK BELOW](#)

[Alfredo Vignale / Life & Times](#)



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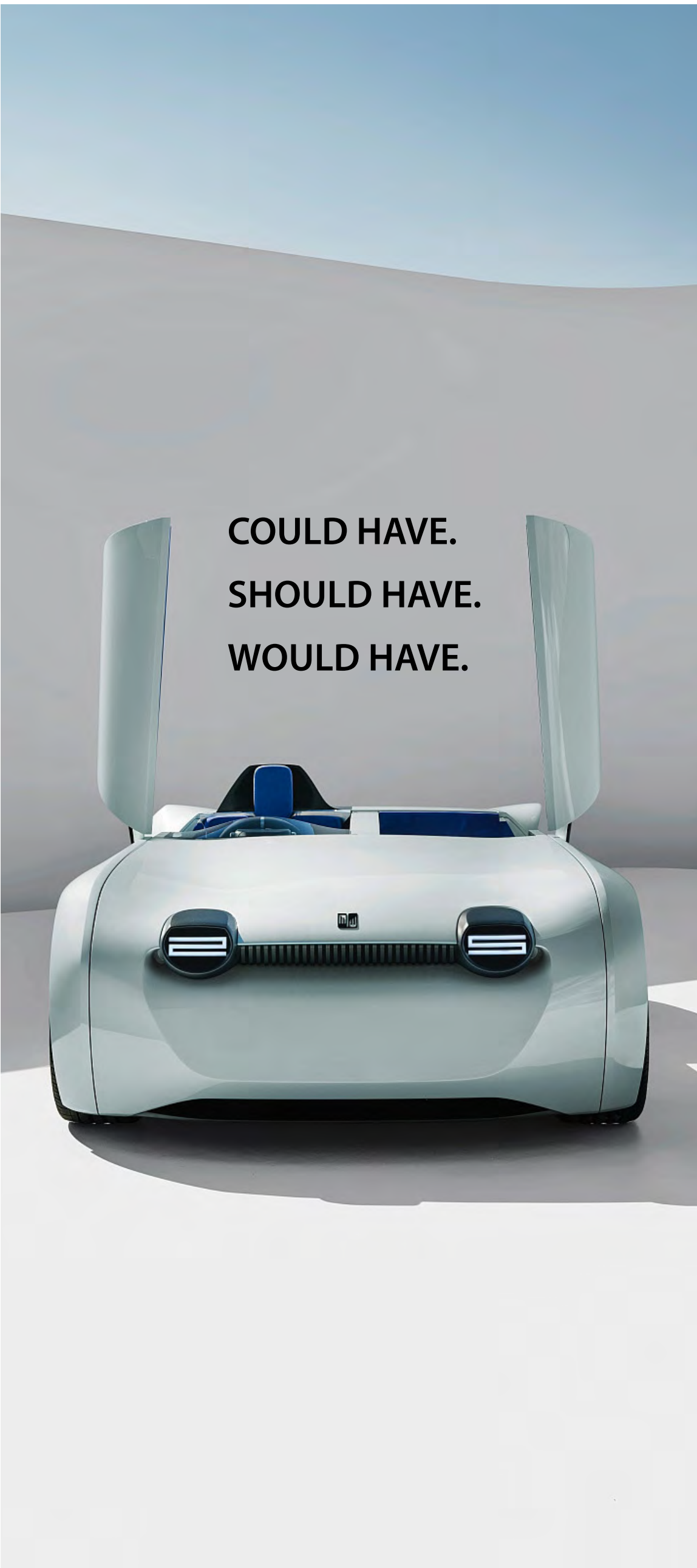
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Triumph's Third Chance

By Alan Andrews TCCV member #572

In April 1962 "The Motor", a Temple Press Publication, penned this summary of the then current state of car manufacturing in Britain with predictions for the future.

"In the early post-war years, when the world was starved of cars, Britain was quick to seize the opportunity of doing business in nearby countries of Europe. Partly because the cars which could be put into production quickly were of essentially pre-war design, partly because of less excusable short comings of quality, partly because of inadequate service that was not entirely the manufacturer's fault, our European customers were not always pleased with their purchases. Within a few years, Germany, Italy and France, as they got back into their stride, won much of this valuable business from us.

A division inside Europe – which seems likely to prove no more than temporary – between the "six" of the Common Market and the "seven" of the European Free Trade Area, is giving Britain a second chance in countries which build few or none of their own cars. Import rate reductions between EFTA countries have made possible cuts in British car prices in Scandinavia, Austria, Switzerland, and Portugal at a time when German and other prices are constant or rising, and people who have not run a

British car for 10 years are finding our wares temptingly low in price. British car sales inside EFTA are rising and may well rise sensationally.

What of the longer-term future? If, as seems highly probable, the "six" and the "seven" eventually combine together into one huge trading block, our newfound advantage in such countries as Switzerland will disappear. When and if that happens, British cars will again have to sell purely on their merits and on their reputation, unaided by fiscal advantages. The time to lay good foundations for those future years is now, and no effort should be spared to ensure that anyone who buys a British car in 1962 or 1963 because it is cheap will eventually replace it with another British car because his 1962/63 purchase gave so much satisfaction. A reputation for trouble-free motoring unspoilt by big bills or by servicing delays is sustaining the Volkswagen sales boom in Switzerland despite cuts in British car prices; a few years hence we will need a similar high reputation to sustain our own sales.

Fortunately, most British manufacturers are actually conscious of this problem. But it is not enough for the executives of companies, who travel widely, to appreciate the challenge. This realization has to be shared by every man on the drawing board, in the factory and on the assembly lines – as well as

in the export sales and service organizations."

It's interesting knowing what happened to the British motor manufacturing industry applying hindsight. Were the prophetic words not heeded? I wonder if executives of companies did appreciate the challenge with British marque after British marque being sold off as they became unprofitable, closed their doors and put hundreds, if not thousands, out of work. Some, like Mini and MG, have been resurrected by the new owners BMW and SAIC respectively, but there are so many others waiting in the wings. Famous names like Austin, Lotus, Wolseley, Riley and Triumph. Companies that pioneered the automotive industry. Such companies deserve to live again.

What is also interesting is looking at Triumph prototypes and kit cars. Could some of these have changed Triumph's fortunes or resurrect the marque? TR3 Saloon; TR4 Zoom; TR5 with dual headlights; TR7 Targa; TR7 like a Porsche 914; the futuristic TR9; Fury by Michelotti; Stag Fastback; Stag Estate; Vitesse 1600; and a 4-door six-cylinder Herald, to name but a few. And then there's the California Devin SS bodied TR6 which looks nothing like its donor and the TR2 Concept Car, of course.

Anyway, the verdict is still out. Of course, we will never know, but the writing was on the wall in the 1970s when the Thatcher

government withdrew funding to cover Britain's largest car manufacturer's annual operating deficit, when quality control went south, and union activity continued.

So, like me, today's Triumph owners yearn to experience "trouble-free motoring unspoilt by big bills or by servicing delays", but like it or not, we are the ones "on the assembly line" keeping the marque alive and giving Triumph a Third Chance.



TR3 Saloon



TR4 Zoom



TR5 with double headlights



TR7 Targa



TR9



Fury



Stag Fastback



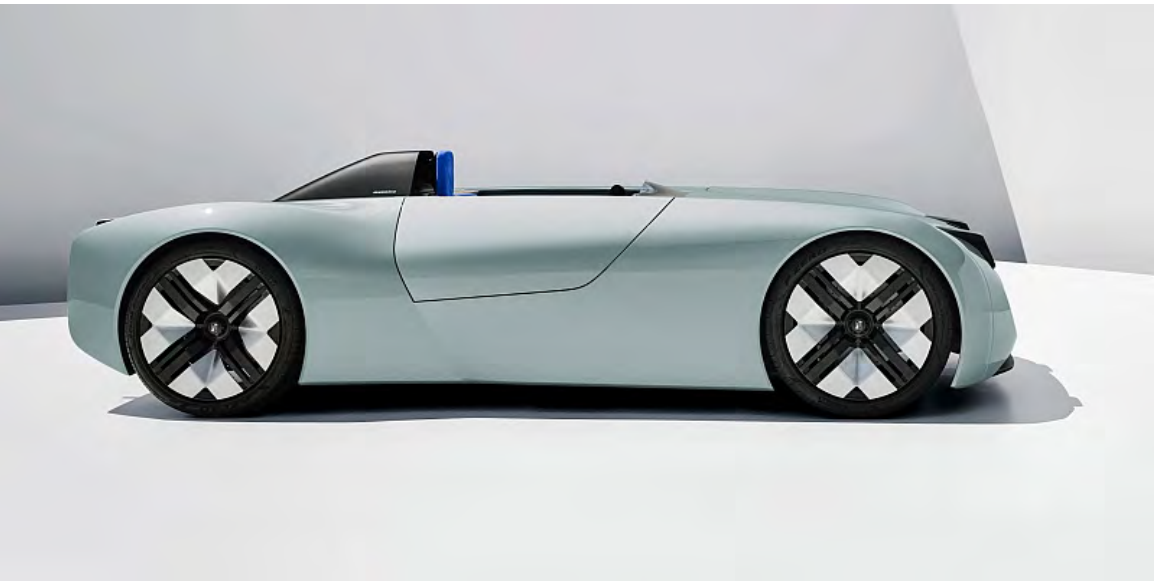
Stag Estate



Vitesse 1600 GT



Devin SS



Makkina TR2 Concept Car

COULD HAVE. SHOULD HAVE. WOULD HAVE.



NEW SKILLS

By David Ferguson, TCCV member #773

If you are on the TCCV Facebook page, you might have noticed a couple of videos I have done for the TR Register.

I have never done a video in my life nor used an editing program, let alone uploaded to YouTube. I have now!

In the process of starting up, I bought some new equipment at JB Hi Fi and by chance, the sales guy, Barry, said he was a videographer and photographer. He offered to help me get started but of course, I couldn't wait, so I just pushed through and got the first video done. He has offered me plenty of advice subsequently and I have consumed many tutorials in the last month, so the videos will get better.

Last week, Barry and I spent a morning photographing my TR3 around Peninsula locations. (He was photographing. I was driving.)

A couple of the photos are included. These are 24MB files, about 10 times the size of the photos you take on an iPhone. They could be used on a billboard!

If you are interested in having some creative photos taken of your car at very reasonable rates, please contact Barry on

0455 498 285. You can check out his work on Instagram (bazz.feed). I have also asked him to come along to the Point Nepean Car Show on 2 November, so you might be able to have photos taken there.





Motoring in the Sixties

By Alan Andrews, TCCV member #572

One and Threepence bought “The Motor”, a Temple Press Publication, in April 1962. The pages displayed many interesting advertisements.

Would you believe General Accident insurance company offered one free year after every five years without a claim? Is this unheard of today?

NEW REAR-SEAT EXTENSION
makes your car more adaptable
So essential for tired children

Here's a splendid addition to your car . . . the versatile Rear Seat Extension. One moment it makes your rear seat into a comfortable bed—next, it turns into a seat and table for enjoyable picnic outings, and when it's not in use it packs down into a box which can easily be popped into the boot. The extension fits any car because it's adjustable for width and height, and is available in attractive red, beige and pale blue. And the foam cushion is covered with strong, easy-to-clean leather grained P.V.C. For picnics you just open up the extension into two tables or seats. Make your car more adaptable—send now for a Rear Seat Extension, stating the make and year of your car and colour you prefer. Only £7.19.6d.

SOLE CONCESSIONAIRES
INTERIOR SILENT TRAVEL LTD., EATON BRAY, DUNSTABLE, BEDS.
MANUFACTURED BY COLETON ACCESSORIES LTD.

Or a “New Rear-Seat Extension” was available to “make your car more adaptable”? The extension triples as a table, a seat, and fitting between the back of the front and rear seats to widen the rear seat making it suitable for a child’s bed while travelling – and only £7.19.6. A bargain. It’s just a wooden board made to fit the car.

“Best by far for every car! Waxy Blue Car

Shampoo”, available from Halfords of Belper, Derbyshire for 3/6d. Custom built luggage for a Rover 3L. Four suitcases from £24.10.0. A Webasto Continental Sunroof for just £65 for most cars, like the one fitted to my TR7 of yesteryear and Graeme’s Pl.

THE UNIQUE ‘FOLDAWAY’
The Multi-purpose Trailer

TRAIL YOUR LOAD THEN LOAD YOUR TRAILER

At last a trailer you can fold up and store away—so convenient that you can leave it in your boot until required. In less than 3 MINUTES you can erect this wonderfully adaptable trailer. Additional units give the ‘FOLDAWAY’ a variety of different uses. Send to-day for an illustrated leaflet on the exclusive ‘Foldaway’ Trailer!

£48
Carriage Paid

CASTLES
UNIT DEVELOPMENT LIMITED
CHURCH GATE LEICESTER

A multi-purpose ‘Foldaway’ trailer for £48. “Trail your load then load your trailer”. A trailer that folds up in under three minutes and can be left in the car boot until required – wheels and all. With attachments, it can be a boat trailer, a small caravan, have high sides for suitable loads. Quite versatile. Tow bar included. Free postage too.

There’s a Merlin “adjustomatic fit-it-yourself” vehicle alarm. It boasts “complete protection of contents, spotlights, wing mirrors, radio and all accessories. When set, the vehicle is completely tamper proof.” All for just £15.15.0. I wonder how it did all

that!
Take your Herald to Calais from Dover for just £3.15.0 to £4.15.0. The same trip, one way, today is £149.0.0.

ELTRON CAR KETTLE & CARFRI
Please send or phone for illustrated catalogue M/61

NO DRAIN ON THE 12 VOLT BATTERY

CAR KETTLE & HEATER 36/-
ELTRON (London) Ltd., Strathmore Rd., CROYDON
Telephone: Thornton Heath 1861

Eltron of London offered a 12V car kettle and heater for £1.16.0 and a Carfri heater for £2.9.0, claiming not to drain the car battery. How is that possible?
The boot capacity of a Mini could be doubled by attaching a “Mini Se7en Boot”. It “improves the styling and does not alter the original bodywork”. Postage and packing £1.15.0. Price £28.10.0. I wonder how many were sold.

MINI SE7EN BOOT
DOUBLES THE BOOT CAPACITY
ESSENTIAL ADDITION FOR YOUR HOLIDAY
IMPROVES THE STYLING
ORIGINAL BODYWORK UNALTERED

PRICE **£28.10.0**
Carriage & Packing £1.15.0

Send for further details from the Manufacturers and Sole Distributors

L.M.B. COMPONENTS LTD.
Woodbridge Meadows, Guildford, Surrey
Telephone: GUILDFORD 68333/4

Want to take to the water without towing a boat? Get a “Pack-a-Boat”. Folds flat to transport on the car roof. No maintenance or painting. Seats up to five people. Erected in 10 minutes without tools. Designed for 20-30HP motor for skiing or 3HP for pottering. Price available on application. Hughes & Co., London. Buy a five-seater Portabote equivalent today for £950.0.0 (AU\$2050.00). No motor.

THE MOTOR April 11 1962

(Supplement) 71

“PACK-A-BOAT”

BOAT SHOW SUCCESS

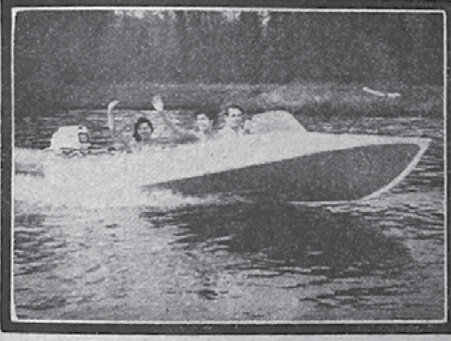
THE FOLDING

rigid

RUNABOUT

1962





The only Boat which has ALL THE ADVANTAGES

- ★ It Packs flat for transport on the roof of your car.
- ★ No trailer is required.
- ★ You can take it on your holidays at home or abroad.
- ★ No storage problems because it folds flat in your garage.
- ★ No painting or maintenance required.
- ★ No moorings are necessary.
- ★ It is a RIGID boat yet light in weight and easily handled.
- ★ It is fast for water skiing or slow for fishing and family picnicking.
- ★ Seats up to five persons comfortably.
- ★ Simply and quickly erected in 10 minutes. No tools required.

Please send full “PACK-A-BOAT” details to:

NAME

ADDRESS

.....

.....

THIS REMARKABLE CRAFT is unique in its construction and performance. Built from “HIGH IMPACT” RIGID GEON sheet which combines enormous strength with sufficient flexibility to allow the boat to fold completely flat. It is designed for either high speed water skiing using a 20-30 H.P. outboard engine or gentler family picnicking with a 3 H.P. motor. An excellent sea or river boat which is inexpensive to purchase and outstandingly economical to use. Send for further particulars by completing the attached slip.

Area distributors required on 'own or county basis.

And lastly, the revolutionary Carquad.
“A new British invention brings you 1962’s answer to your garage problems. The Carquad is lockable, thiefproof, weathertight – yet it folds away when not in use.” From £45.10.0 for small cars like Ford Anglia 105e, Herald or any TR. Cash or credit. Tough “Terylene” net sandwiched between outer layers of PVC sheet and aluminised for complete opacity. In six colours and seven sizes. Needs no base. Can be fitted to any wall. Simple and light to operate. Is this a good idea or what? But is it UV resistant for Aussie conditions?



the revolutionary

Carquad®

solves your

garage problem !

A new British invention brings you 1962’s answer to your garage problems. The Carquad is lockable, thiefproof, weathertight—yet it folds away when not in use !

The spring counterbalanced Carquad is simple and light to

IF building costs or lack of space threaten to cost you £50 a year in car depreciation—

IF you need to extend an existing garage to take a

SU Fuel Pumps

The much maligned SU Fuel Pump

by Roger Garnett

Originally published in the October 2005 Trumpet

Some people claim SU pumps are no good, and too prone to failure, but occasionally someone on a British-cars list defends SU fuel pumps by pointing out that they just need to be cleaned and adjusted regularly.

Regularly - like about every 15 to 30 years. This is far better than mechanical pumps, where the diaphragm starts leaking, and dumps petrol into the crankcase. A time honored, traditional design, the SU electric fuel pump dates back to the 1920's, or earlier. This pump does a good job with SU carbs, and has that added audible "fuel low" indicator feature (the tic. tic. tic. tic...). An important part of the character of a British car! No matter what is said, There is something about the Tic, tic. tic of an SU pump. Wether you have 1934 MG or a 1976 Triumph Stag they both have the same basic pump and both work as well if they are maintained correctly, i.e. Replacing that old stiff diaphragm.

Modern pumps do have their place, in high performance/race cars, engine swaps where you need higher low rates, or when you need higher pressure, as with fuel injection systems.

One of the more popular & reliable replacement brands is Facet. Facet Pumps are available in a variety of pressure and low ranges.



Notes: *If making the change to the Facet or any other type of replacement fuel pump check that that the pump is suitable for your requirements, make sure you still get the correct pressure pump, or add a pressure regulator. Most SU and Zenith carbs call for 1.5 to 3.5 psi, while many US carbs use around 7 psi. The float valves in SU and Zenith Stromberg carbs can't take higher pressures, and will blow by and flood or overflow. Most of the time, that SU pump will do just fine.*

*That if you have Gross Jets (ball valves) in your carb floats, they can be *more* sensitive*



to overpressure than the original cone shaped needle valves.

All fuel pumps have wear items, and do need attention at times. The points wear and become pitted from the slight spark created when they open, and the surface will sometimes become corroded during storage. After a long life, the rubber diaphragm will become stiff and will resist movement. Another failure point is the fuel strainer screen found in some models, which can get clogged and prevent flow. Disassembly, and a good cleaning of the strainer & polishing the points will sometimes put a pump back in service, but if yours is further gone, full rebuild kits are available. With a fresh rebuild, and proper adjustment, your pump will run as good as new. But, we can take it one step further.

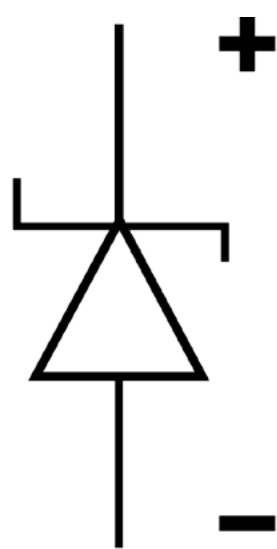
Adding A Zener Diode

New SU pumps include a Zener diode, to protect the points from damage due to a spark arcing across them every time they open. The Zener is a cheap, little device that acts as a shunt to bleed off excess voltage spikes generated by the coil when the points are opened. They are used on most relay/solenoid designs today, in order to protect any electronics which is turning on the coil.

Adding a Zener will not only keep down

the arcing on the points, but will reduce noise spikes sent back into the wiring, which you may hear on your radio.

You can extend the life of your points by adding a Zener to your existing SU pump. The Zener's "breakdown voltage" rating must be higher than the cars normal operating range, as it will try to shunt off any over voltage. With a car's operating voltage range around 12-16 Volts, a 20-28 volt Zener will be a good, safe choice. Connect the Zener as close to the coil as possible - right on the terminals is best. Here's how to connect a Zener diode to a Negative ground car:



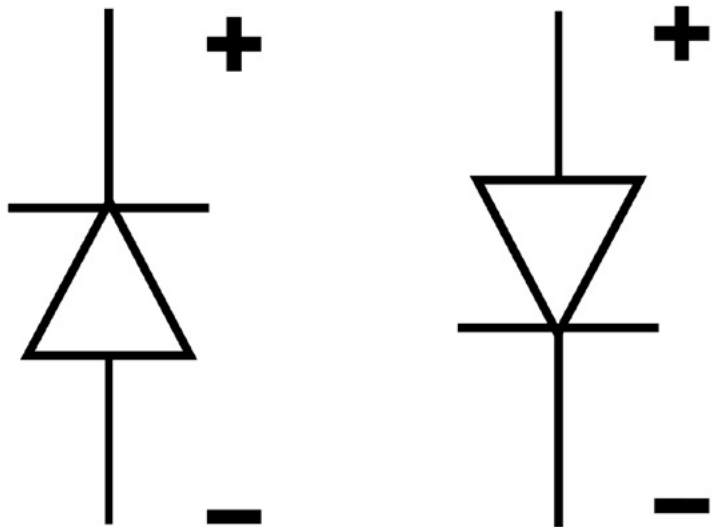
The diode can usually be soldered in place where the wires connect to the coil. The end of the diode that goes to positive will usually be marked with a band. On a positive ground car, the shown polarities and Zener must be reversed. If the points are on the ground side of the coil instead of the hot side, the Zener is still hooked up the same way - directly across the coil contacts.

Theory of operation:

Most diodes conduct current in one direction, and block flow in the other. Current flows through a diode in the direction of it's "arrow-head" as drawn on schematic diagrams.

Current will not flow through the left

diode, this is known as "reversed biased". Current will flow through the right diode, shown "forward biased". If these were "ideal diodes", the reversed biased direction would be seen as infinite resistance (open circuit), and the forward direction would be seen as no resistance (short circuit, or zero Ohms).



Using a standard diode would help reduce arcing, by shorting spikes in one direction, but there's an even better solution.

The Zener is a special diode - (and is designated by the extra "feelers" seen in the first illustration). It works normally when forward biased (no resistance), but only blocks the reverse current until voltage reaches it's breakdown or "Zener" voltage, at which point it begins to conduct. Thus, for the reversed biased Zener hooked to the coil above, nothing will happen until positive voltage rises above 24 volts (as with the spike created by opening the points). But, the Zener will shunt everything above 24 V back to ground, eliminating positive going spikes

above 24 volts.

This is an added benefit, as any negative spikes generated by the coil will still be shunted back to the coil in the forward biased direction. Both of these actions will prevent high voltage spikes from reaching the points, arcing across them, and resultant pitting.

You can pick up a 24 volt Zener diode from any electronics supply store. (Tandy, Dick Smith's, etc.) It's pretty easy to remove the back cover of the pump, screw or solder in a diode, and put it back together. Your rebuilt & modernised pump will continue to give you many years of service. Tic... Tic... Tic...

This is based on the standard (no pun intended) Stag, fitted with twin Stromberg 175 CD-2 SEV carburettors. If your car has a Holley, Weber or Fuel Injection fitted then you will need to use replace your old pump with the appropriate fuel pump to suit your system.

RECOMMENDED VIDEOS YouTube

VIEW SU Fuel Pump explained Common Faults and Fixes

VIEW SU Fuel Pump rebuild

The TCCV Membership Renewal Process

By Roger McCowan, Membership Secretary
membership@tccv.net

Current Situation

Membership renewal fees are to be paid by 30 June each year in order for members to remain financial. Renewal notices are sent via email at the beginning of May, allowing nearly two months for members to pay.

More than 260 renewal notices are emailed, all with the subject line of ‘TCCV Renewal Notice’. Although each email is unique, having the member’s name in the salutation (‘Dear David’, ‘Dear Tony’, ‘Dear Roger’, etc.) and the member’s specific renewal notice attached as a PDF, many mail servers will tag these emails as SPAM. I suspect it is because they are all generated on the same day with very similar content.

The consequence is that many members do not realise they have received their renewal notice. It is only after follow-up phone calls and emails that members realise the oversight and renew.

Proposed Solution

It was realised that people will always notice an SMS message on their mobile phone. On this basis, a possible solution

that ensures members receive their renewal notices (which set out all the details of each person’s membership – contact details, cars, etc.) is to:

1. At the beginning of May, send a regular ‘Renewal Email’ to members.
2. Immediately following the email, send an SMS to all members advising them that membership renewal is due and to look for their ‘Renewal Email’ in their Inbox or SPAM.
3. If the email is not found, the member emails the Membership Secretary requesting that it be resent. Members can indicate that they do not wish to renew by reply email at this time.
4. Since the ‘Resend Renewal’ is a reply to an existing email from the member, it should be directed to the member’s Inbox and not relegated to SPAM.

After research and some trials, the product ClickSend has been selected to enable this solution to be implemented. ClickSend is a Melbourne-based software company.

We acknowledge that some individual members might NOT wish to be contacted in this manner. Accordingly, they can choose to ‘opt out’, but the onus will be on these members to initiate an email to

membership@tccv.net to request their renewal notice. Regardless of their option status, notices in The Trumpet, the monthly Newsletter, and trumpet1 broadcast emails will be reminders to all members at the time renewals are due.

The Future

As a member, you might not be aware that the TCCV operates three separate databases relating to membership.

1. The first is the official membership database, maintained by the Membership Secretary.
2. The second is an online extract by the Webmaster of the membership database that provides visibility through the Club’s website of membership details.
3. The third is maintained by the Club Permit Secretary specifically to ensure the Club remains compliant with the VicRoads rights, rules and regulations for the Concessional Permit Scheme (CPS).

While these three have common elements, each has unique differences. To combine them into a single online membership management system will be a significant task.

There are internet-based applications that provide fully online membership records,

and thus combine these three instances into a single online database. Ones like ‘Member Jungle’ are very comprehensive and will be investigated and assessed by the Committee for possible implementation by the TCCV.

MEMBERS' INFORMATION

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



Members Information

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 sharing can be done in various ways, such as meeting face-to-face at monthly meetings and events and talking with others. It can also be by writing a short “Tip or Technique” for the *Trumpet* magazine that you have applied 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 we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club’s Car Advisor for your vehicle model.

Club Membership

Our total membership as at 30 September stands at 249, which includes four new members who joined during since the previous report. If you haven’t already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form

(<https://www.tccv.net/members-only/forms/update/htmlform/update1-frames.php>) if any changes are needed.

New members who have joined since 1 August are:

Kit Molloy	Spitfire 4
Paula Pecchiari	2500
Jonathan Speelman	TR6
Siva Varatharajah	Stag

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

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

Roger McCowan
membership@tccv.net

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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For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand what motoring enthusiasts want from their insurance, especially when it comes to Home & Contents insurance.

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So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

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