The TRIUMPH

February 2026

TRUMPET

The Triumph Car Club of Victoria Online Magazine

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For the Preservation of the Triumph Marque

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EDITOR'S NOTE

Welcome to 2026 – and it's February already!

This month we have featured the TR5 and its various models. TCCV member, Keith Brown, sent us an advertisement for 'The New TR5 PI' which we featured in the December '25 *Trumpet*. Petrol injection was big news. Thanks also to President, Tony Cappadonna, for a couple of TR5 articles from *Classic & Sports Car*, and *Thoroughbred & Classic Cars*.

Just 2,942 TR5 vehicles were produced in just over 12 months between 1967 and 1968, and they sold for around £1,260. Sounds relatively inexpensive (!), but one sold in the UK in 2021 for more than £46,000.

Mobile Mechanic Perth, a car service and repair company, has a comprehensive series of articles in a blog on its website. We have included one about *Carburettor vs Fuel Injection* which makes interesting reading.

Thanks to Nik Hadaway who has a friend in the UK who provides him with technical articles – we have featured one written by a TR5 owner.

And thankyou also to Dave Harden who has written about the 2025 TCCV Christmas party, attended by more than 50 TCCV membersand associates. His TR4 looked fabulous in the room, and will be a hard act to follow at future Christmas events!

The April 2026 issue of the *Trumpet* will feature the Triumph Lynx, which was a prototype car that never went into production. If you know anything about this model, let me know.

Make sure to keep an eye on the Events pages on the website as there is lots happening over the coming months. The April magazine will hopefully include details of the Drive Your Triumph Day, being held next week (10 February) together with the 2026 Rob Roy Hill Climb being held at the end of March.

And finally, welcome to two new TCCV members who have joined since December last year –Steve Banks who has a 2000 Mk I and Bert Dyt who owns a Herald. Please feel free to share any of your Triumph tales with us any time.

Happy reading until April when it will be Easter!

PRESIDENT'S RAMBLE

By Tony Cappadona, TCCV member #662

Dear TCCV Members.

Firstly, a very happy new year to you all. Unfortunately, we did lose a member late last year. Norm Marsh passed away last November. Norm lived in Seaford and owned a TR6. Condolences to his wife Ann who has indicated she intends to keep the car and remain a member of the TCCV.

Since my last report we have had some significant events, namely the Christmas party and our New Years' Day lunch. I would like to thank Peter and Anne Welten for organising the Christmas party. We did something new this year and held it in a function room at the Manningham Hotel. We had over 50 people attend which meant we qualified for the buffet and I must say the food was very good. There was a wide variety of meats as well as plenty of vegetables and deserts. I would also like to thank David and Jill Harden for putting their TR4 on a display in the room. It was a good centre piece for the function; David gave a talk on the work he has done to restore the vehicle to a very high standard.

A week later we had our lunch at the Paradise Hotel on New Year's Day. This has become a bit of an institution for the TCCV and it was well attended by over 30 people. There was also a very good display of cars.

It is not lost on us that these functions have become expensive. We really need to start thinking about this year's Christmas function now as places book out very early. If you have ideas, please let me know. The club has moved away from having the function at a member's home as onsite catering has also been hit with inflated prices. We will run a barbeque in April, food will be provided by the club, members can bring their drinks and chairs. We are currently looking for a suitable venue – the two that have been suggested are Jells Park in Wheelers Hill and Frog Hollow in Camberwell which has been recently renovated and is apparently a very good venue. The barbecue will be a weekday lunchtime event which will be an opportunity for members who can't make it to Manningham to catch up. If it is well attended, we could look at making it a regular event.

We have some important events coming up that deserve a mention. On Tuesday 10 February we have the annual Drive Your Triumph Day. This year we will be driving to Anglesea – thankyou to Graeme Oxley for organising the event which will also include members of the TSOA.

On Saturday 28 February we have Dindi Daze. This is a trip to Alexandra which has been organised by Roger McGowan to support the area after this year's bushfires. It's very much a local carnival with plenty to see and do, as well as a local car show. It is a fair drive so don't hesitate to come in your everyday car if that makes it more practical for you.

I will finish up now by thanking Alan Andrews for the work he has done on the club's database. I have been expressing my concern for a while that the club holds information on people's personal computers. This is not ideal for a variety of reasons and it needed to be addressed. Alan has combined the membership database, the Club Permit database as well as the web-based database into one web-based database. Members can access the database to check that their details are correct and update if necessary. Alan is sensitive to privacy issues so members can only see data that pertains to themselves. This means that the database is now backed up with the web server and would be available to another member should a role change hands.

Safe motoring and I hope to see you at a meeting or event soon.

The Triumph TR5

Source : Wikipedia

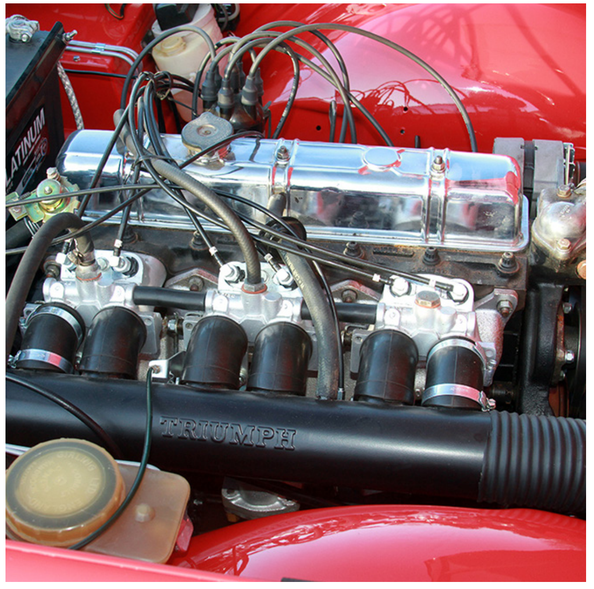
The Triumph TR5 is a sports car built by the Triumph Motor Company in Coventry, England, between August 1967 and September 1968.

Visually similar to the Michelotti-designed TR4 open two-seater it was derived from, the TR5 replaced Triumph's 105 bhp (78 kW) SAE Standard inline-four engine with the much more powerful Lucas mechanical fuel-injected 150 bhp (110 kW) Triumph 2.5-litre straight-6. Price pressures and tighter emissions standards in the U.S. resulted in a much less powerful carburetted version, the TR250, being sold on the North American market.

At the time, fuel injection was uncommon in road cars. Triumph claimed in their sales brochure that it was the "First British production sports car with petrol injection".

The base price of a 1968 TR5 in the UK was £1,260 including taxes. Standard equipment included front disc brakes, independent rear suspension, rack and pinion steering and a four speed gearbox. Optional extras included wire wheels (£38), overdrive (£60), and a tonneau cover (£13).

The TR5 was available with the "Surrey Top" hard top, a weather protection system with rigid rear section including the rear window and removable fabric section over the driver and passenger's heads.



TRIUMPH TR5 specifications

Sold / number built	1967-68 / 2947
Construction	Steel box-section chassis, separate steel body
Engine	All-iron 2498cc in-line pushrod ohv six, with Lucas petrol injection
Max power	152bhp @ 5500rpm
Max torque	159lbft @ 3000rpm
Transmission	Four-speed manual gearbox with optional Laycock de Normanville overdrive, driving rear wheels
Suspension	**Front** – unequal length wishbones with coli springs, telescopic dampers, optional anti-roll bar **Rear** – semi-trailing arms, coil springs, lever-arm dampers
Steering	Rack and pinion
Brakes	Girling disc front,drum rear, with servo
Wheels and tyres	6 x 15in alloy wheels, 195/65R15 Goodyear Eagles (originally 5 x 15in steel wheels, oprional wires, 165HR15 radials)
Length	12ft $9^{1/2}$ in (3900mm)
Width	4ft 10in (1473mm)
Height	4ft 2in (1270mm)
Wheelbase	7ft 4in (2235mm)
Track	**Front** 4ft $1^{1/4}$in (1251mm) **Rear** 4ft $^{3/4}$in (1238mm)
Weight	2271lb (1030kg)
0-60mph	9 secs
Top speed	120mph
Typical mpg	28
Price	**New** £1212 (£1260 incl. taxes)

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Bringing the 5 alive

Classic & Sports Car / December 2005

Suggested by By Tony Cappadona, TCCV President and member #662

The TR5 was arguably Triumph's finest hour. ***Andrew Noakes*** *finds out how it all came together – and how to make them even better.*

Ironies dog the Triumph TR5. The best of the TR sports cars also has a reputation as the one most likely to go wrong. Its petrol injection was in many ways superior to carburettors, yet it was unable to meet US emissions regulations – the most enthusiastic market for Triumph sports cars sonly ever had a lukewarm substitute. And the Michelotti styling which is today the TR5's trump card was its Achilles heel in 1968. Modernisation swept through the Triumph range; so soon after it arrived, the TR5 was gone.

From the start the TRs were an exercise in mixing and matching existing componentry in the most effective ways. Mayflower saloon suspension and twin-carb versions of the Vanguard four-cylinder engine served the early 'sidescreen' TRs well, and were carried forward to a new generation that began with the TR4 in 1961.

Giovanni Michelotti designed a stylish new body to fit a redesigned chassis, wider than that of the TR3. Detail improvements included rack and pinion steering, an all-synchro gearbox and a 2138cc engine. The next step was to replace the live rear axle with semi-trailing arm independent rear suspension, adapted from that of the 2000 saloon of 1963. Thus equipped, the TR4A offered a smoother ride and more secure cornering than cart-sprung contemporaries such as the Austin-Healey 3000. What it could not do was match the Big Healey's smoothness or the raw pace generated by its 124bhp Austin straight-six.

Triumph's own six-cylinder engine seemed the obvious answer. Its ancestry went back to the 'SC'(Small Car) project at the beginning of the previous decade, which became the production Standard Eight and Ten in 1953. These were powered by brand new overhead-valve engines, in-line fours of 803cc and 948cc. The larger of the two produced a heady 33bhp.

As far back as 1952 there were plans to add two extra cylinders to the SC engine to make an in-line six. At first the 63mm bore and 76mm stroke of the 948cc four were retained, but by the time the engine hit production in the Standard Vanguard Six in 1960 it had been bored out to 66.75mm and it wasn't long before it was taken out to 74.7mm for a capacity of 1998cc.

Behind the scenes, TR4A development cars started running the 2-litre six in 1966. Substituting the perfectly balanced straight-six for the TR's rugged but rough big four made for welcome improvement in refinement, but even in its most highly tuned form the 2-litre six barely matched the power output of the old wet-liner Vangard motor, let alone the Big Healey's 3-litre six. A long-stroke crankshaft was added, along with a freer-breathing 'high port' cylinder head, a high-lift camshaft and Lucas mechanical petrol injection, all of which gave the 2498cc six Project Wasp a gross output of 152bhp. On its launch in 1967, the TR5's fuel injection made it unique among British cars; other devotees of injection were all foreigners, from Mercedes-Benz, Peugeot and Maserati (which used the same Lucas mechanical injection) to American muscle-car manufacturers.

The injection system soon gained a reputation for being untrustworthy though, as TR specialist Neil Remington points out, that was not entirely Lucas' fault. "In their day, if everything was just so, they did work," he says, pointing out that most early troubles were the

result of inexpert fiddling by mechanics more used to Morris Oxfords or Mk1 Cortinas – mechanical fuel injection was a whole new scene. Today the system has further challenges: "The Lucas pump does not like unleaded fuel, because it's more volatile and more given to cavitation. You get cars coming in with bags of frozen peas strapped around the pump." The solution is to substitute a properly designed pump. Revington also keeps an eye out for cracked injector pipes, because the system runs at high pressures (106-110psi at the pump).

The engines are generally strong. A hot engine should show oil pressure of 70psi at 2000rpm, but reshelling the bearings is usually all that is needed to fix low oil pressure. Gearboxes and overdrives leak 'horrendously', and are often poorly rebuilt. At the front, strengthening plates for the wishbone mount have been recommended by the TR Register since the 1970s, so many cars have now been fitted with them. Steering racks can move about on their mountings, to the detriment of precise control. At the back, excessive negative camber results from sagging springs or an iffy rebuild. Then there's rust: any plating suggests the chassis is nearing the end of the road, while mud traps in the bodywork lead to corrosion. The upside is that all the major components are easy to get. "We can supply a complete bodyshell, a chassis, a complete engine," says Revington. "There isn't anything that can't be supplied."

Which is good news, because driving a TR5 quickly converts you to the cause. The Triumph six is one of the smoothest, and pulls with real authority in the mid-range while emitting a gloriously bassy note. Overdrive is available on the top three gears, making it easy to keep the engine in its power band – anything above 3500rpm. Both the clutch (with non-standard Revington release bearing on this car) and brake pedals need a firm shove, but neither is excessive for a sporting machine and the brake pedal provides a steady fulcrum for heel-and-toe footwork.

'It combined the best of everything TRs offered: sharp style, radials, independent suspension, petrol injection'

Despite the wide wheels and tyres fitted to this car, and its smaller than standard steering wheel, the steering is light and precise: you steer the TR with fingers and wrists, not with your shoulders as you would a Big Healey. The TR is much more a precision instrument, despite the odd rough road shimmy as body and chassis move in different directions, and one that grows on you the further you drive.

Sadly, few people got the chance to drive a TR5, because its production life was so short. Its TR6 replacement, the same chassis and mechanicals but with a more modern nose and tail treatment by Karmann, soldiered on largely unchanged for eight seasons and sold more than 90,000 units, though only 14,000 of them were UK-spec cars with the full-on PI engine. That makes the TR5's sales of nearly 3,000 in a couple of years look like quite an achievement.

With hindsight the TR5 combined the best of everything the TRs offered: sharp-suited Michelotti style, disc brakes, radials, independent suspension, petrol injection. Yet in Triumph's eyes it was only ever a stop-gap, an irrelevance almost from the day it was announced. Triumph never realised what a winner it had and for the TRS, that must be the ultimate irony.

Thanks to TR5 owner Chris Buck;
Neil and Roger at Revington TR;
www.revingtontr.com
TR Register; www.tr-reg1ster.co.uk

Neil Revington

Neil's first TR was TKR 49, a red TR2, and both became well known within the TR Register. Revington was soon heavily involved with the technical articles in the Register magazine, and when he moved to Somerset in 1977 to join Westland Helicopters as a quality assurance engineer he set up a regional group: "Inevitably people would ask me where they could get stuff done, and I started to do the odd rebuild in my spare time." Late in 1979 he set up TR Spares South West, which eventually became Revington TR.

Neil's own TRs include one of the two Zoom prototypes from 1959, two of the three surviving works TR4 rally cars and a pair of TR5s. "I'd always thought the TR5 was the nicest combination," he says. "The engine is wonderfully smooth and quite bulletproof. Not long after we moved to Somerset I had the opportunity to buy one, but it was nicked." Fortunately another TR5 came along, and now sports RTR electronic injection. Neil's other TR5 was built for the Targa Tasmania: the rules favour relatively standard cars and there are class cut-offs at 2500cc and 1968, so it's ideal.

MAKING THE BEST TR BETTER

The Lucas fuel pump is a weak point. Bosch alternatives draw more current, so should be wired through a relay with heavy-duty cable. Good standard TR5s produce about 135 bhp at the flywheel but many are down to as little as115bhp. A gas-flowed head and extractor manifold takes that up to 150bhp, and

Neil Revington says 200bhp is “relatively easy”.

With the Bosch fuel pump and an electric fan, the standard 1 SACR alternator is out of its depth. Revington recommends fitting an auxiliary loom from which accessories can be powered, together with a 65-amp alternator.

RTR has developed a five-speed conversion, using a Toyota ‘box’. “Fit it and forget it,” says Neil. The differential is strong, but apt to tear itself from its mountings, so RTR supplies a strengthening kit. RTR has gone back to splined driveshafts, but using larger PTFE-coated splines, and Neil recommends Superpro suspension bushes, for which he is UK distributor. The standard brakes are good, with 10 13/16 in front discs, dual circuit operation and a servo. Four-pot calipers are a good upgrade, with grooved or cross-drilled discs.

Rust can be kept at bay more effectively than in the past using modern paint materials, and RTR has designed shields to fit under the inner front wings to repel water and road salt. The original TR5 seats give a raked driving position which fits few drivers, so Chris Buck’s car wears a pair of Revington rally-style seats.

TR5 PICTURE GALLERY #1

1968 Triumph TR5 Pi Overdrive Model

Sold at Bonhams (UK) for £46,125 in 2021

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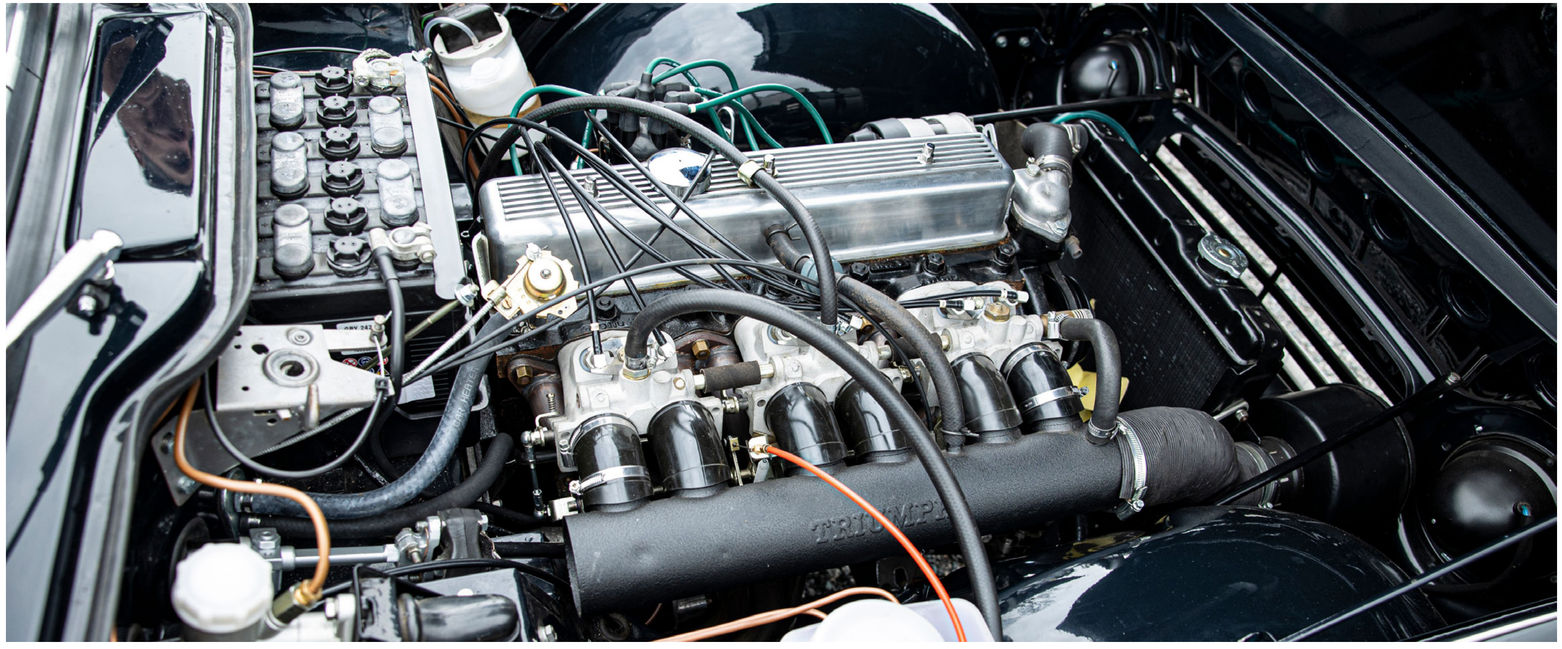

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Over 50 years later, an American road test of the Triumph TR5

By John Webber, Classic Motorsports / April 2025

Time to right a half-century wrong as we officially welcome Triumph's elusive TR5 PI to the USA. This is the event, you may recall, that did not happen in 1967, an oversight that still troubles Triumphistas of a certain age.

To them we say fret no more, your wait is over. And to compensate for this lengthy delay, we present a singular TR5 – one with an impeccable provenance – recently imported to these shores.

This car, CP 2, was the first TR5 PI built on Triumph's production line. It appeared at the 1967 British International Motor Show held at Earls Court, London, served as a press tester, and starred in a Movietone News film: "You'll need less than a thousand pounds and a continental motorway to really appreciate this sports car Triumph." This car has served as a template for TR5 restorations, and its history has been preserved in a stack of documents.

However, the TR5 wasn't Triumph's only introduction that year. While the rest of the world enjoyed the fuel-injected TR5–its 150-horsepower engine was said to be good for 120 mph – the U.S. only received the similar-looking TR250. Its low-compression, carbureted engine, also a 2.5-liter inline-six, could only muster 111 horsepower, limiting top speed to 107 mph.

Naturally, this didn't go down well. *Car and Driver* snarked, "To pay an extra $500 for a nearly-identical but slower car doesn't make much sense." Other writers grumbled that the 250 was only marginally faster than the venerable TR4 and panned the slow throttle action of its emission-compliant Stromberg carburetors.

Meanwhile, in the U.K., testers loved the TR5 and wrote glowing reviews: "Tremendous performance from fuel-injected engine," and "This magnificent power plant is the answer to the enthusiasts' prayer."

The intertwined lives of the TR5 and TR250 were to be short, as they were the models Triumph built to keep markets primed for the soon-to-come TR6, a worldwide 1969 release.

In late August 1967, the production line hummed at the Canley, Coventry, factory as it completed TR250 CD 381. But the TR5's introduction loomed – the Earls Court show was less than two months away – and Triumph needed TR5s.

So the company interrupted the works and turned the next six scheduled TR250 builds into TR5s. According to the build sheets, next on the line, CD382, was destined to become a Conifer Green TR250 with a black interior. It was instead built into CP 2, this very Valencia Blue TR5, and was recorded as the first production model. This particular Triumph was in the right place at the right time. (A month earlier, Triumph's project development department had converted a TR4A into TR5 CP 1.)

According to the British Motor Industry Heritage Trust, CP 2 was built on 29 August 1967, equipped with right-hand drive, disc wheels, overdrive and a heater. It soon joined Triumph's press fleet wearing registration plates LHP 289F.

Motoring journalists considered press cars fair game. Some road tests ran long; one driver logged 2,084 miles in four days. A journalist for *Motor Sport* magazine wrote: "Indicated 112 mph best achieved, then ran out of road." Autocar bragged, "With a tail wind on a French autoroute we saw an indicated 127 mph on a speedometer which read 60 mph at a true 62 mph."

But CP 2 caught a break, apparently missing some of the press mayhem. In a 1997 letter to a former owner, Roger

Ferris, the U.K. TR Register's TR5/250 registrar, speculated that CP 2 became a "customer relations/high-profile demonstrator," possibly because of its status as the first production car.

This comparatively posh assignment marked the first in a series of events that have enabled this car to survive unmolested. It still wears its original engine, transmission, differential and chassis and body plates – possibly the only remaining press car to do so.

By early 1968, TR5 production had ended, and the TR250 was winding down as well. Triumph was gearing up to introduce its new, restyled TR6 and no longer needed its TR5 press cars.

CP 2, then less than six months old, was sold to a Standard Triumph employee who lived "in the shadow of the factory." Fate had smiled again. That employee was to be the first of six mostly long-term owners – the current caretaker is the seventh – and each contributed to this car's preservation. If there is a Triumph deity, it has watched over CP 2.

Remarkably, it has been driven, parked for a time, had parts replaced and repaired as needed, had paint retouched and records retained. Multiple early production features remain intact, and it wears its 68,229 miles exceptionally well. Ministry of Transport records in its file show that it was driven about 18,300 miles in the past 30 years; some years' travel added only 20 or 30 miles.

Enthusiasts had high hopes as Triumph touted its new petrol injection: "First British production sports car with petrol injection." "Originally developed for the world's top racing cars." "The most efficient and economical fuel system there is."

True enough, Lucas had been developing PI since the early 1950s, and in 1957 a petrol-injected D-type Jaguar won the 24 Hours of Le Mans. By 1965, many top contenders in European racing used variations of Lucas injection.

When PI worked, owners loved it. But as they rolled up miles, problems arose. The Lucas pump, mounted on the left-side inner fender, overheated and cavitated, causing vapor lock. After building 20 or so cars, Triumph relocated the pump to the boot.

Addressing potential problems, Triumph issued "Primary Check Cards" that detailed troubleshooting tips. CP 2 wears a windshield sticker (unreadable from behind the wheel) that warns, "DO NOT DEPRESS ACCELERATOR DURING A COLD START."

Owners complained that idle was often erratic, that throttle response was "instant on or off," and that they sometimes "ran out of petrol" when a quarter-tank remained. Dealerships, not familiar with the system, struggled to diagnose problems and often created their own.

Deserved or not, PI's reliability became a much-discussed issue. As TR5s aged, some frustrated owners found it easier and cheaper to install carburetors.

Today, purists insist that a properly fettled and maintained system works fine. A group of specialists provides service, parts and advice on the web, they say, and an active owners group exchanges tips on tr5pi.com. They happily embrace the system's quirks and remind doubters that PI is the soul of a TR5. Without it, a TR5 becomes, well, a TR250.

Orlando attorney Kevin O'Hara's passion for Triumphs started with his dad's 1963 TR4. "I was 4 years old," he says. "I loved that car. I helped Dad every time he washed it. I was tiny, so I washed those hubcaps with their little world globes."

Kevin and his dad enjoyed many adventures in the Triumph, including trips to Sebring. However, as the years passed and the family grew, the TR4 was sold. Decades later, Kevin searched, and when he couldn't find it, he found and restored another TR4 as a Father's Day present. When his dad died, the roadster remained in the family and has now passed to Kevin's son Patrick.

Kevin bought his first TR250 when he was 17 and drove it through college, law school and into marriage. "I must have put 250,000 miles on that car," he recalls. "If you were a broke student and drove a British sports car, you learned how to work on it." But as time passed and his family grew, he let it go. Naturally, he regretted it and later bought the one you see here.

He spotted his first TR5 at a Florida speed shop around 1978, a left-hand-drive model that a returning serviceman brought into the U.S. "The minute they raised the hood, I saw that fuel injection and fell in love," Kevin recalls. "I wanted one badly."

But life intervened, and he wouldn't find his own for 40 years. "Because there are so few in the U.S.," he explains, "I finally started looking in the U.K. and other European countries. I first noticed CP 2 a couple of years ago and understood its importance, but I figured they wouldn't sell it to anyone out of the country. It was

offered by an agency for a good while, but later the owner advertised it."

Kevin started a dialogue about importing it, and that process was to take a year. "I had to convince him that I would preserve CP 2's condition. I was very fortunate to work a deal for it," he says, "because it's not only the first production car, it's the same color as my 250."

Along with that happy circumstance, these TRs share another distinction: CP 2 kicked off TR5 production, and his TR250 was built during the last week of production. "I call them bookend cars," he says.

Let's be clear: No enthusiast today grouses about the TR250. All that sniping about its federalised engine faded decades ago. It's a sought-after classic worthy of any garage and is priced accordingly. Still, any TR5 PI is considered the Holy Grail, especially in North America, where fewer than 20 running examples are known.

So it's not that often – never before? – that I find myself with a TR250 and a TR5 to play with, although Kevin warns me that this comparison may not be quite fair. "My 250 is essentially a new car," he says, "with added power and suspension improvements. The TR5 is a sweet old ride that's never been restored, with all the charm of your favorite chair in the den."

How does he compare them? "They drive much alike, and I'm adjusting to the right-hand drive. The TR5's fuel injection is noisy compared to the 250's carbs, and its idle is not as smooth. It's hard to tell the difference between 110 and 150 horsepower without running them hard, which is something I avoid, but the TR5 has much better throttle response as you run through the gears compared to the 250."

The TR250 is lively, wants to run, and rewards with a satisfying bellow from its Ansa exhausts. With its suspension upgrades, it's planted, agile and stays flat in the turns, while its PI cam and reworked carbs deliver plenty of grunt. You could drive this TR anywhere with confidence in classic style, and on long drives the overdrive is a delightful rpm saver. This is a sparkling, fresh TR250 enjoying its new lease on life.

I feel worthy to be the first writer on American soil to drive CP 2. In 1967, I drove a stout but shabby TR3 and followed the TR5/TR250 flap and shared the sting. So more than half a century later, here I am, and since we're both vintage, I won't thrash CP 2 like it's 1967.

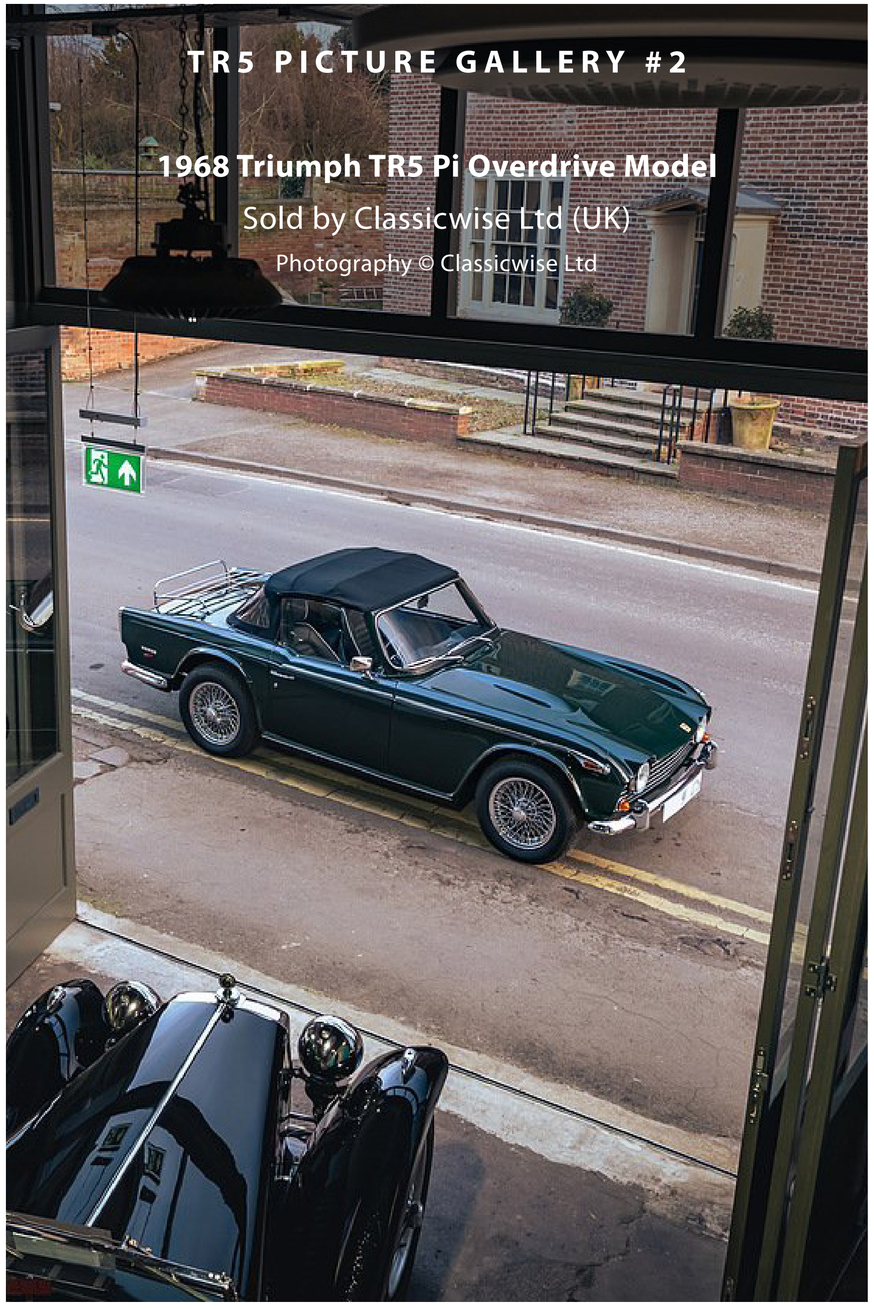
As Kevin commented, CP 2 does feel as welcoming as your favorite chair and serves up an entertaining drive, accompanied by the whir of the injection pump and spiced by a whiff of gas–um, petrol. It feels more vintage than the TR250; the steering is heavy but lightens up at speed. It's solid in curves, if a bit soft, and creaks over rough pavement. The clutch is light, the brakes are firm, and the shifter clicks nicely (a bit awkward in the left hand) through the gears. The right-hand drive forces my feet into unfamiliar territory, which adds to the experience. This old press car still pulls fine. Given a suitable stretch of road, it just might be able to do it again.

Triumph's press cars, of course, never sported Silverstone wheels, and Kevin tells me that the long-outdated tires on its original steel wheels were not safe for our driving session. He plans to reinstall the refurbished steelies and their Rostyle hubcaps (described in a period review as "rather silly"), even though they're not his favorites. "I've chased them often. With my old TR250, one used to fly off every time I hit a rail crossing," he says.

His goal is to enjoy CP 2, maintain it as needed, show it when possible and continue to research old photos, documents and films to ensure this car stays true to its original build. He says he may even devise a way to return that balky Lucas PI pump to its original location, despite the heat soak problems, as well as correct a few low-production oddities under the bonnet.

CP 2 enjoyed bright lights and admiring crowds at the Earls Court show and starred in that promotional film while playing its part in introducing the TR5 to the world, so it probably wasn't all that impressed by its low-key American debut. Still, we did attract a few interested onlookers; most had no idea what it was ("Is that an MG?") or the importance of this long-delayed event. Triumph fans, however, may have felt a shift in the Force: Triumph's first production TR5 PI finally made it to America. Look for it at an upcoming show.

TR5 PICTURE GALLERY #2



1968 Triumph TR5 Pi Overdrive Model

Sold by Classicwise Ltd (UK)

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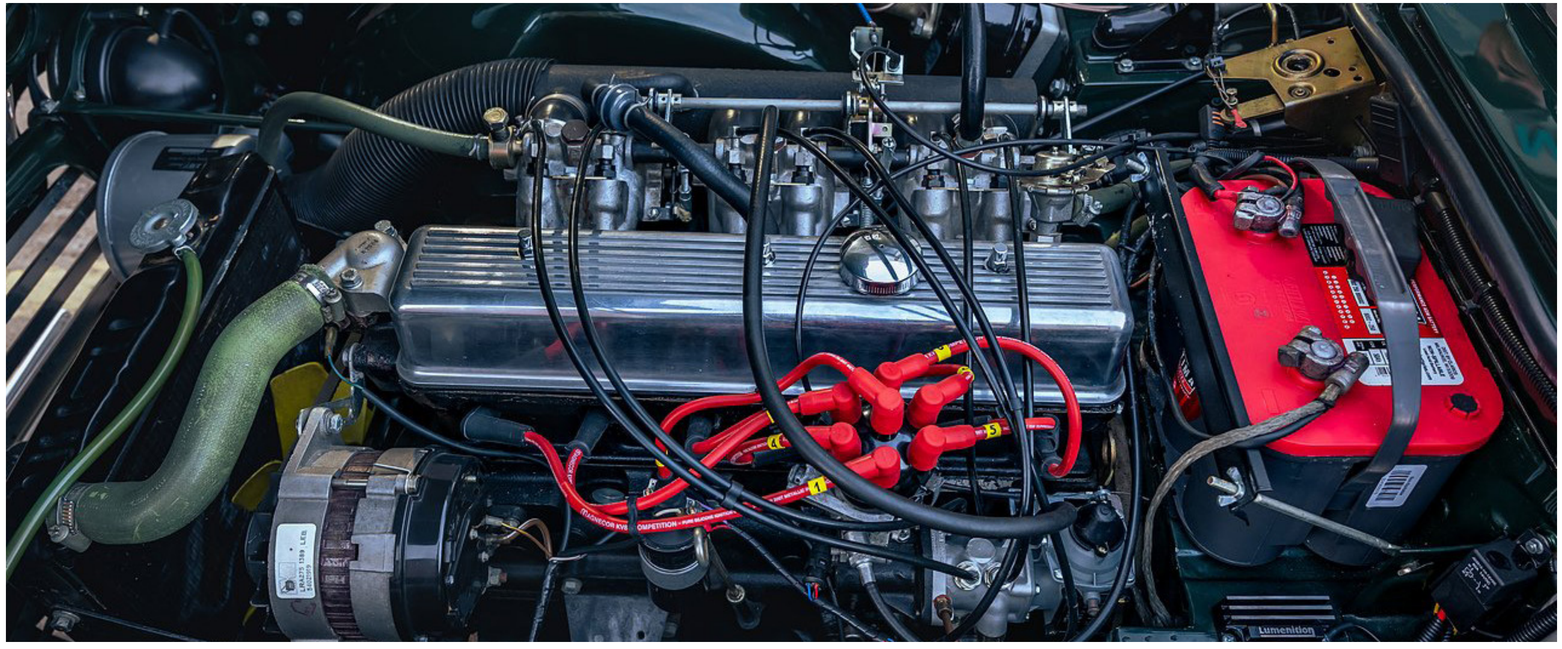

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1968 Triumph TR5 Ginevra by Michelotti

Story Cars / May 8, 2022

Just before the Geneva Motor Show in March 1968, Giovanni Michelotti was about to organise the presentation of the new Triumph Stag on his stand. But the Standard Triumph directors had a sudden change of mind and decided to put the Stag on the official Triumph stand. This left Michelotti with a vacant space. He had to react quickly, and decided to design a prototype, which he presented as the evolution of the TR5 – the future TR6! Employees, friends and family members burned the midnight oil for 15 days and 15 nights to prepare this prototype called the TR5 Ginevra (Geneva in Italian). Michelotti obtained a TR5 chassis from the factory to build his prototype numbered X760 (prototype) as well as a 2-litre straight 6 engine (not the 2.5 version) fitted with Lucas injection. It had a standard 4-speed + overdrive gearbox.

After the show the Standard Triumph management entrusted the Karmann bodywork company with the task of designing the future TR6. The TR5 Ginevra remains a one-off much to the delight of its present-day owner.

This was the personal daily car of Giovanni Michelotti for some years after construction.

Chassis:

No. X760 (1967, works prototype on a TR5 base).

Engine/power:

Engine: Prototype Triumph 2-litre straight 6 no. MB73526HE with Lucas injection No. WA524B/WA3129 numbered 2967.

Power: Around 125bhp with a top speed of some 200km/h and fuel consumption of 9.5l/100km.

Gearbox: Standard TR5, 4-speed with Laycock-de-Normanville overdrive.

Transmission: Rear-wheel drive.

Bodywork: 2-seater roadster.

Weight: Dry weight: 1030kg approx:
Total weight: 1280kg.

BULLDOG BRITS

Suggested by By Tony Cappadona, TCCV President and member #662

From 'Thoroughbred & Classic Cars' magazine, August 1996

Macho sports cars seem to be a singularly British Breed ...

Roger Bell compares a trio of two-seaters spanning three decades: an Austin Healey 100, a Triumph TR5 and a TVR 3000 Convertible

Go on, then: try naming half-a-dozen postwar French producers of affordable sports cars. There's Alpine (which also produces Renault's new Spider), Matra, Panhard ... and not very many others. Marques such as Delage, Delahaye, Facel Vega, Hotchkiss, Ligier, Talbot-Lago and Venturi are too fiscally challenged, too scarce. They could hardly be said to qualify as mainstream contenders.

Six German ones, then? Beyond the big three – BMW, Mercedes and Porsche – there's little that can be described as truly sporting this side (or the other) of silly money. Karmann Ghia Beetle? Hmm ...

Look beyond the obvious grandees – Bugatti, Ferrari, Lamborghini, Maserati and de Tomaso – and Italy offers little that doesn't bear an Alfa, Fiat or Lancia badge. Japan can point to sporting Datsuns, Hondas, Mazdas and Toyotas; America to the Corvette and DeLorean (actually Anglo-French). Spain had its Pegaso; Sweden the Saab Sonett and the odd sporting Volvo.

You get the drift. Britain remains the sports car's undisputed spiritual home, if not currently its biggest producer. In terms of name and variety, muscular British funsters have clearly outnumbered those from the rest of Europe put together over the past half-century. AC, Allard, Alvis, Aston Martin, Bentley, Bristol, Caterham, Daimler, Elva, Fairthorpe, Frazer Nash Gilbern, Ginetta, Healey, Jaguar, Jensen, Jowett, Lotus, Marcos, MG ... the list is as long as the alphabet.

But why? Why should specialist sports cars have proliferated in a nation that's experienced a massive proportion of its indigenous motor industry falling prey to foreign companies? Could it be connected to attributes such as enterprise, ingenuity, tradition, perhaps; an antiquated infrastructure that nurtured a cottage-industry culture? Answers on a postcard to the editor.

There must be something in the water, something quintessentially British, to make England (all right, Gilbern was

Welsh) such a prolific spawning ground for macho Sportsters.

To celebrate nothing in particular, but the great British sports car in general, we set out to probe this indomitable spirit by focusing on three well-loved Anglo-Saxon streakers that typify the bulldog breed. Austin-Healey's 100 represents the pioneering fifties, Triumph's TR5 the consolidating sixties, TVR's rare 3000 Convertible the tricky seventies.

We mustered at Thurston, braving the rain. Why not? Deep down, isn't the Brit love affair with sports cars rooted in the relationship with our fickle weather?

AUSTIN-HEALEY 100

You know what they say about jokes: the old ones are the best. It's the same with Big Healeys. The purest, the most appealing, was the first, the Austin-Healey I00. That's what owners would have you believe, anyway. I had driven many six-pot Healeys in the past but never a four-cylinder I00, so Richard Young's gorgeous '55 car would throw some light on a contentious issue, never mind further my education.

The Healey I00 was the offspring of an unlikely-looking liaison between little Warwick-based Healey, founded by formerTriumph engineer Donald Healey, and industry giant Austin, steered by export-orientated boss Leonard Lord. Healey's team provided the design flair (Gerry Coker's simple, flowing bodywork is a styling icon of the period); Austin the assembly and marketing muscle. Jensen's rival Austin-based sportster was rejected by Lord but, as a consolation prize, Jensen was given the job of making the Healey's cross-braced, box-section chassis, designed by Donald's son Geoffrey.

The Austin-Healey I00, first shown at Earls Court in 1952, succeeded in the US where the vulgar Austin A90 had failed, even though power for both came from the same 2.6-litre, long-stroke, four-pot thumper, cribbed originally from a pre-war GM truck motor and previously used (in 2.2-litre form) in the Austin A70. In standard configuration, the 2.6 version yielded 90bhp with the 'Le Mans' tuning kit – its special carbs and manifolds high-lift cams, steel-faced head gasket and so on were to become the basis of the I00M's power upgrade – it would whack out I I0bhp or more.

Although Richard's car, acquired in 1989, was fully restored in the owner's workshop, the engine was rebuilt by Healey specialist Denis Welch to I00M specification. It fires readily on the button (to help starting the electrics were converted from six volts to 12) with a deep-chested bellow from the side exhaust. Its response to the throttle is unexpectedly sharp and the sound effects are richly agricultural.

The gears momentarily have me fooled. Ah yes, this is a late BN I, the first of the AH I00 series, with a three-speed 'box (actually a four-speeder with first taken out), augmented by overdrive on second and third. Sprouting from the passenger's footwell, the wand-like lever has a back-to-front gate, with first in the right-back position alongside reverse – easily engaged by mistake. Despite adaptation from a column shift, it works well, provided you take care to double-declutch going down and ease the long-travel lever gently through the weak synchro going up. The loose, oily action is backed by a forgiving clutch and a friendly throttle, so seamless shifts are easily made.

Not that there's much need to change gear at all. Drivers weaned on modern cars don't know the meaning of tractability. The Healey I00's beefy four can't rev – it's all-out at 4,500rpm – but it lugs and chugs with the implacability of a steamer. Even this tweaked version will pull away briskly from idling speed in top, without any hesitation or stutter. Overdrive shifts (for which the switch is

handily placed on the dash) are assisted by a delayed-action dab on the clutch. Great stuff.

Despite allowing for the go-faster conversion, I am surprised at how quick this 100 feels. It answers the throttle instantaneously, lunging forth with heartening vigour and an assailing roar. Its muscularity is hardly matched by refinement, though. It's easy to understand why Austin was anxious to swap what sounds like a tappety tractor motor for a more sophisticated six-pot – which it did, in 1956, with the launch of the Westminster-engined I00-Six. Almost 15,000 I00s were built, most for the US (roughly a third were BN2 six-speeders, with four-cog boxes backed by overdrive).

The I00's open-plan cockpit and art deco dash are bereft of pretentious decoration, and none the worse for it. I love the sweeping curves of the simple, cohesive chrome-and-paint facia, and the polished aluminium capping circumventing the cockpit. You sit low, peering down a long, bulgy bonnet through a narrow screen that can be folded almost horizontal on a canny linkage, to cut wind resistance. The huge thin-rimmed steering wheel seems threateningly close to your chest – no long-arm stuff here – and the small bucket seats provide zero support for your upper torso With no belts, spirited cornering has you clinging to the wire-spoked wheel for location.

The Healey's sturdy chassis provides a solid base for a car that – surprise, surprise – shakes and dithers less than the later Triumph and TVR. Steering (by cam and peg) is heave-ho heavy in low-speed manoeuvring and anyone expecting precision is in for a disappointment. Even at its best, the Healey never quite steers crisply. Seesawing the wheel, you can place the I00 accurately enough on smooth roads; on bumpy ones it tends to patter off line. The A70/A90-based suspension is crude even by mid-fifties standards. It resists roll somewhat better than it absorbs bumps or sets the wheels for grip.

The I00's sleek bodywork, some of it aluminium-skinned on this version, may be postwar modernist but the cockpit and driving position, never mind the engine and transmission, are vintage in feel. That's possibly the 100's greatest appeal: as a car of the fifties, it straddles two eras, drawing characteristics from both.

If I were driving a Big Healey to the South of France, I might be persuaded that a late 3000 was the better option. For sheer entertainment, though, a tweaked 100S like Richard Young's takes some beating.

Triumph TR5

The TR5 is one of the more coveted of triumph's TR series, not least because fewer than 3000 were made. Natural wastage has since underscored the model's scarcity value. Good ones, like Stephen Wells', command five-figure prices. Stephen was on the trail of a TR6 when he spotted, and bought, this lovely '68 TR5, valued now at £I0,500. The first of its previous three owners had run it for 23 years, providing a solid foundation of care.

TheTR5 was effectively a short-run interim model that inherited the TR4A's all-independent chassis (the preceding TR4 had a live rear axle) and Michelotti-styled body (with only minor cosmetic changes) but not its geriatric four-cylinder engine. More power was needed to meet the challenge of rivals like the Big Healey and MG's C, but the old Vanguard motor had reached the end of its development if reliability, hitherto a strong suit, was not to be compromised. Triumph addressed the problem with its pushrod straight-six, stroked from the original two litres to 2.5 (the block design precluded enlarging the bores). Thus was

Austin-Healey 100

Triumph TR5

TVR 3000 Convertible

born the TR5 PI ('petrol injection'). Its emissions strangled, Stromberg-fed, US derivative R250 accounted for the bulk – 8,484 out of 11,431 – of production before the Karmann-styled TR6 took over.

Even today, almost 30 years on, six-cylinder engines don't come much smoother than that of Stephen Wells' TR5. Take note, BMW. Like every other Lucas-injected Triumph six I've driven, this one is a little ragged and lumpy when idling. But as soon as you blip the revs – and the engine is very throttle-sensitive – it purrs like a dynamo. Remembering my last drive in a TR (a 4A), I expect the gearchange to be wretchedly notchy. It isn't. The stubby lever slips home with little more than a palming caress; only when pushing hard through the gears does shifting need a decisive hand. The heavy clutch bites smoothly and there's a fluent response to the throttle, so there's no excuse for jerky driving.

With an alleged l50bhp on tap (against the TR250's puny I04), the TR5 is no sluggard. As you'd expect of a long-stroke design that's given its best shot by 5,000rpm, its endearing pep is rooted in muscular mid-range punch. I'm soon looking for the overdrive switch – to no avail. Stephen's car doesn't have one. I had assumed that all TR5s had overdrive. Wrong. Even Triumph's own press fleet demonstrator tested by *Motor* in '68 was a standard four-speeder. Overdrive was a £60 13s I Id extra – money well spent, I reckon, but I'm partial to additional gears. I can't understand the fuss being made about modern six-speed 'boxes (from Fiat, BMW, Porsche, for instance), when Triumph offered seven ratios (with overdrive working on second, third and fourth) back in the sixties.

Motor's test – I remember it well as a staffer – confirms ultra-competitive performance (0- I00mph in 28.7sec) and a hefty 20mpg thirst for five-star, driven hard. I notice a little pinking on four-star brew. The figures convey considerable brio and wonderful flexibility but not the intoxicating sound effect – a rich and resonant exhaust hum – that accompanies spirited motoring. You hear it best driving with the top down, of course.

Not that top-up motoring is at all unpleasant. The hood of the TR5 is not only snug and weathertight – heavy rain during our test proves that beyond doubt – but also amply windowed, rendering the cockpit light, airy and free from blind spots. All right, wind noise is high – but when is it not under canvas?

Stephen's laid-back driving position doesn't suit me, especially as the small seats are bereft of side support. It baffles me why most sportsters of this era were denied embracing backrests you could lean into when cornering. Seats apart, the TR5's cockpit is one of its big attractions. Ergonomics have progressed since '68 – witness the awkward dash-mounted wiper rocker – but the matt-timber facia and the big, clear instruments let into it are delightful. Stephen has added door caps of his own to match the facia. Nothing wrong with a little discreet customising .

Even in its heyday, the TR5 lacked the agility of a Lotus Elan, handling benchmark of the sixties and beyond. Still, the steering is light and precise (except in slow manoeuvres), and the grip solid. Try anything fancy and you fall out of the seat, clinging for support to the dished, non-standard steering wheel. I like the firm feel of the brake pedal (ideal for heel-and-toe shifts) and the car's all-square squat when cruising. Its tendency to kick over bumps betrays the limitations of a simple box-frame chassis and suspension – by semi-trailing arms at the rear – that hardly transcends the mediocrity, yet the car squares up to corners better than its narrow track and modest tyres suggest.

I like Stephen Wells' tidy TR5, though I doubt that further acquaintance would

inspire me to drive with more than restrained gusto. The tidy Triumph is no Elan but it is a mellifluous tourer with sporting inclinations and rich vocals. Look for nothing more and it impresses, especially as spares are readily available and club support, through the TR Register, is strong. You're never alone with this sporting Triumph.

TVR Convertible

If the TR5 is scarce, the TVR 3000 Convertible is as rare as Blackpool caviar. Only 60 of the 258 made in 1978-79 are now UK-domiciled, says owner Paul Shrimpton, who helps set the scene with passenger Ralh Dodds, editor of *TVR Sprint*, the excellent club magazine. The Convertible, sometimes referred to as the 3000S (not to be confused with the later, retro-look TVR S) was a derivative of the fixed-head 3000M, most popular TVR of the seventies in Britain. Cousins included the 2500M (a 'Federalised' triumph TR6-engined version of the 3,000 sold in the US in even greater numbers) and the Taimar hatchback.

Beneath the durable glass fibre skin of all these cars was a square-tube chassis, wishbone-suspended at both ends. Like the 3000M, the Convertible was powered by Ford's ubiquitous Essex V6 – a crude but effective all-iron pushrod unit used by several small-scale manufacturers, Marcos and Reliant included, before Rover's V8 ousted it as the specialists' favourite. This engine's legendary durability was rooted in its light stressing – just l38bhp from 2,994cc here, though later turbocharged versions (TVR made I3 blown Convertibles) were much more powerful. As in the donor Ford Capri and Granada, the V6 was mated to a robust four-speed manual gearbox, to which TVR (like Reliant) later added overdrive.

Since he bought it three years ago, Paul Shrimpton's car, valued at around £9,000, has received a new wiring loom and full Connolly-hide/Wilton-carpet interior refurbishment. It is perhaps in deference to this, rather than occupant comfort, that the car arrives at our Thruxton rendezvous in unusual mode: with the hood up. "Given the atrocious weather," says Paul, "it's good to find only one or two leaks." Most of the water, I find later, enters via the peg-located, sliding-panel sidescreens (no wind-up windows here), which bow out at speed, creating lots of wind whoosh. Otherwise, the scissor-framed hood is quite easy to erect and stow, once you've acquired the knack, though it does not make the tidiest of backpacks when furled. Wide rear-threequarter panels restrict visibility and deny the cockpit the feeling of airiness enjoyed in the TR5.

Although the TVR's low-slung, high-sided cockpit is much broader than theTR5's, the high central backbone effectively divides it into two tight-fitting torpedo tubes. And very plush and cosy it is. Too cosy, perhaps, as each adjustment is restricted and more leg-stretching room would not go amiss; ditto lateral support. Still, you soon adjust to sitting askew – the narrow footwell and pedals are offset to the right – with your gearchange elbow aloft stroking a stubby, half-buried lever. Next winter's project, says the owner, is to fit a five-speed 'box, trading originality for superior ratios. I doubt that Paul will improve on the four-speeders shift quality, which I find delightful, all the better for being looser and floppier than it should be.

TVR's first production convertible – and the only M-car to get a segregated boot – is an endearing grand tourer. Its throbby V engine is not as smooth as the TR5's straight-six but it punches hard all the way to ... well, I'm not sure as the tacho is over on the left and difficult to read. Although the Convertibte's massive lift-up nose is the same as the fixed-head's, the windscreen cowl is lower, as a result of which TVR had to rearrange the instruments for the worse on the slab-

like dash (in the M, the speedo and rev counter are paired behind the steering wheel). Not that it matters. The V6 is a slogger, not a screamer, so you can play it by ear.

Although the TR5 and TVR sound and feel quite different – the robust Ford engine is a bit gruff, the Triumph's honey-sweet – the end result, dynamically, is much the same. Road-test figures indicate a small advantage in the TVR's favour, especially in low-rev lugging (marred on this example by snatchiness). Subjectively, there's not much in it. A feature common to both is scuttle shake: the TVR is typical of the M-series, open or closed, in dithering a bit over the rough stuff-but it detracts little from the chassis' capability.

The unassisted steering, if not especially sharp, is strong on tactile feedback. The hint of nervousness at speed may be due to the mix of tyres (still the ones with which the car was bought – who can afford to waste good rubber?). I like the firm feel of the brakes – again, perfect for heel-and-toe shifts – and the effortless gait of the TVR, even though it could pull a higher gear. Like all convertibles, it is at its best with the hood down and the fruity exhaust gently serenading the ears.

Paul does about 3,000 miles a year in his Convertible, mostly on TVR club-related activities. The car has its rough edges and flaws – what well-used TVR doesn't? – but loping down the A303's old 'ghost' road, I'm not sure I would enjoy a modern TVR any more.

The Reckoning

Such is the standing of Healeys that Richard Young's 100 could be worth as much as the Triumph TR5 and TVR Convertible together. In round figures. call it £20,000. You can buy far more performance elsewhere for much less money; more pedigree, too. As for comfort and refinement, practically anything with a tin lid will show this rumbustious thumper the door. But that's not the point. It has history, and great character, too, despite – no, because of – a geriatric engine of humble stock that gutsily punches beyond its weight. The I00 provides a driving experience that nothing made in the past 30 years – not even its six-cylinder progeny – can emulate. Call it vintage charm in modern dress.

After that, the Triumph TR5 seems so refined, so plush, it's hard to believe that the two cars are separated by little more than a decade. Where the Healey yells and roars, the Triumph whispers and purrs. The TR5's lovely engine is as smooth and cultured as the I00's is coarse and raucous. I can't say I'm comfortable in corners in its unsupportive seats but the cockpit is a model of elegance. You could have more short-haul fun in the Healey but I would prefer the Triumph as a long-distance sports express, even without overdrive. Pity the TR's structure lacks rigidity, though it is not alone in that.

Paul Shrimpton's TVR 3000S is less a sports car, more an al fresco tourer that engenders a feeling of wellbeing and security. What was that about dodgy build quality? The lovely Connolly-clad interior consolidates the TVR's claim to be the most practical and comfortable of the three. As befits a mere teenager, the Convertible is a car you really could live with as everyday wheels.

CARBURETTOR
VS
FUEL INJECTION

Carburettor vs Fuel Injection
A Complete Comparison Guide

By Mobile Mechanic Perth'

Carburettor vs Fuel Injection is a debate many motorists and car owners continue to find relevant. Both of these systems serve the same purpose of introducing fuel into the engine. But the way they work inside varies enormously in terms of effectiveness and durability.

Understanding the difference between fuel injection and carburettor systems, and how each performs, can help you make good choices, whether you are keeping an old car moving or modifying it.

The Way Fuel Delivery Systems Work

A carburettor is a mechanical device in which an air-fuel mixture is incorporated with the proper ratio under simulated force via vacuum pressure. It is not electronic and functions on physical manipulations to work properly. A fuel injection system, by contrast, employs injectors that are electronically controlled to atomise fuel in the intake manifold or combustion chamber. This is more accurate in regulating air-fuel mixtures, resulting in cleaner burning and effortless flow. New cars are nearly all constructed with fuel injection systems, whereas carburettors are utilised by older models or specific performance-oriented configurations. This contrast defines the electronic fuel injection (EFI) engine vs carburettor comparison.

Efficiency, Emissions, and Performance

The fuel injection system vs carburettor comparison is evident when it comes to fuel economy. EFI systems are programmed to track and modulate fuel supply on the fly, resulting in improved mileage and combustion management. In reality, fuel-injected engines use up to 20 per cent less fuel than comparable models that are equipped with a carburettor.

Another factor is emissions. Fuel injection systems burn fuel cleaner and more uniformly. Carburettors tend to operate richly; that is, more fuel than necessary is burned wastefully and emitted as pollutants. Cars with fuel injection are more likely to pass the strict emission controls required to make them street legal in most Australian states.

Maintenance and Reliability

Maintenance requirements differ considerably between the two systems. It's a good idea to know what each requires so you can avoid surprises.

Fuel injectors are very reliable if cleaning advice is followed, but expensive when they go wrong. The fuel injectors need to be cleaned every 40,000 to 50,000 kilometres to avoid blockages, engine misfiring or loss of power. Trained mechanics, with the use of cleaning equipment and fuel system diagnostics, should do this job.

Carburettors, being less complex in design, need more regular tuning. Procedures such as float level adjustment, gasket replacement and fuel jet cleaning is involved in the maintenance of the carburettors. While most older drivers prefer the "get your hands dirty" kind of thing, carburettors are also more prone to fuel quality and ambient variations.

Identifying Fuel System Problems Early

Early detection of symptoms of bad fuel injectors or carburettor issues will save costly repairs. Typical signs include rough idle, poor acceleration, engine hesitation or high fuel consumption. Carburettors also exhibit symptoms such as backfiring or black exhaust smoke, particularly under load.

Conversely, fuel injector faults can induce warning lights on the engine or misfire

upon acceleration. Such faults tend to originate from clogged injectors or faulty injectors, electrical faults or pressure imbalance within the fuel rail.

Performance in Australian Driving Conditions

Australia's geographical conditions and climate also expose key differences in carburettor vs fuel injector performance. In warmer climates, carburettors can suffer from vapour lock, where the fuel evaporates before it reaches the chamber, leading to stalling. Fuel injection works optimally under high heat and load conditions because it is a sealed, pressurised fuel delivery system.

For off-road use or isolated areas, a few enthusiasts still like carburettors due to their mechanical nature and easy fix with basic tools. Nevertheless, EFI vs carburettor comparisons in daily driving situations tend to favour EFI for stability and efficiency.

Cost Considerations and Long-Term Value

The cost to implement both systems is essential to understand before alterations or repairs are made. Converting a carburettor-fed engine to fuel injection requires costs such as an ECU (elecronic control unit), injectors, sensors and wiring. Carburettors are less expensive initially but need more frequent maintenance.

By way of contrast, fuel injection provides long-term cost savings through improved fuel economy and decreased maintenance intervals. A properly maintained EFI engine also holds a higher resale value, particularly in emissions-testing markets.

Practical Maintenance Tips for Longevity

Irrespective of system design, planned maintenance is essential. For EFI, adhere to a regular fuel injection service program to clean injectors, check sensors and replace the ECU when necessary. And for carburettors, check fuel lines, jets and filters regularly, and adjust the system seasonally or by following major drive changes.

You can even opt for a mobile car service provider to do minor repairs and routine checkups at your preferred time. It is beneficial for older cars, where routine tuning and replacement of parts can avoid surprise breakdowns.

Which System Should You Choose?

The Carburettor vs Fuel Injection decision depends heavily on driving style and preferred maintenance approach. Mass transit commuters who prefer convenience and economy will like EFI systems best. Enthusiasts and owners of old cars might like the ease and fixability of carburettors.

Your decision between Carburettor vs Fuel Injection setups will also depend on the supply of parts, access to mechanics, and local emissions rules.

How to Extend the Life of Your Fuel System

Both Carburettor vs Fuel Injection systems can reap the rewards of regular maintenance. Being proactive decreases breakdowns, enhances fuel efficiency and prolongs overall engine lifespan. Whether it's Carburettor vs Injection, preventive maintenance cuts repair costs and enhances long-term consistency.

Use the Right Type of Fuel

Fuel quality directly affects the performance of your system. Low-quality or dirty fuel can clog injectors or carburettor jets. It is preferable to use the grade of fuel that your vehicle manufacturer suggests. Other drivers of older vehicles with carburettors might enjoy occasional use of fuel additives as a means of cleaning internal components, whereas EFI systems usually need detergent-rich fuels to keep the sensors and injectors healthy.

Adhere to a Regular Cleaning Schedule

Book fuel injection servicing every 40,000 to 50,000 kilometres to avoid a build-up and minimise loss of performance. If you are employing a car injector cleaner, ensure that it is compatible with your vehicle's specifications.

For carburettors, add seasonal checks to trim idle speed, clean fuel lines, and swap worn gaskets or filters. Whatever you do, either by your hands or by a car mechanic, regularity is everything.

Conclusion

Comparing Carburettor vs Fuel Injection relies on more than technology alone. It involves performance objectives, fuel economy, and maintenance simplicity. Carburettor vs Fuel Injection consideration is paramount to anyone who owns or upgrades a car in Australia.

Many thanks to TCCV member, **Nik Hadaway**, for providing us with access to a number of technical articles he receives from a friend in England.

They cover a range of Triumph vehicles, and the information here was written by a TR5 owner.

We will feature more of these articles in future *Trumpet* editions.

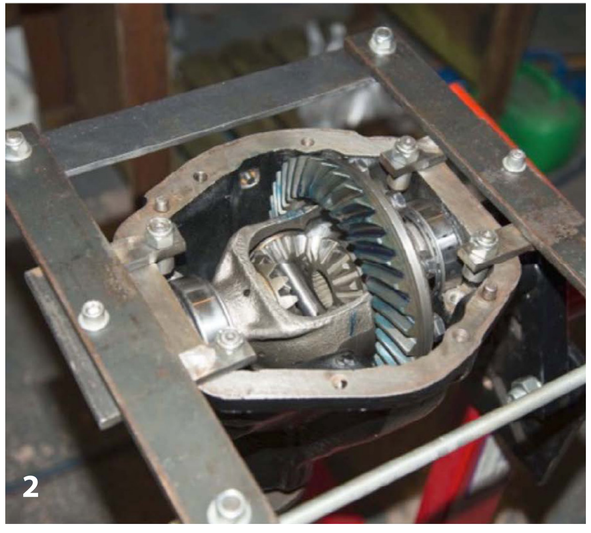
Dennis Hobbs – TR5

Over the last couple of years my diff has been getting noisy. It's the same arrangement as that fitted to the Triumph TR4A, TR5, TR6, and Stag with some slight variations regarding the shimmed pinion and collapsible sleeve type as well as the many different ratios available.

The first decision I made was to locate and purchase high-grade original Timken bearings, as some of the ones on offer through the classic car parts suppliers are in my opinion not of a high enough quality.

1 */ Up on axle stands with diff removed to start the full overhaul.*


1


2

NOTE : Before dismantling check pinion backlash and then remove the crown wheel carrier. Check the pinion height making a record of the measurements checking and comparing them with the technical specifications.

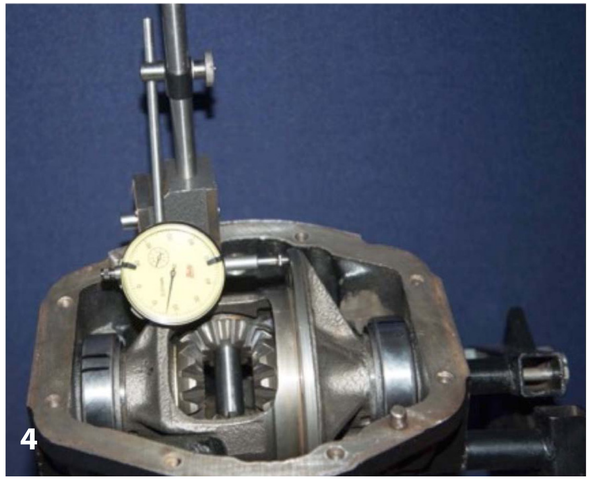
2 */ This home manufactured spreader tool is to enable removal and replacement of C/W carrier.*

3 */ Another home manufactured tool to measure the 17 lb. inches preload on the pinion bearings.*

4 */ Checking total side movement with Crown Wheel and all the shims removed was not successful with the dial gauge, so I looked at other ways to get the measurements required to calculate the size and placement of shims on both sides of the carrier.*

5 */ I found that a more successful way to check total side float was to use feeler gauges. I calculated the number of shims needed on each side and fitted the Crown Wheel carrier. Using two sets of feeler gauges, one set on each side of the side bearings and matching the calculated shim thickness figures as per the overhaul manual I checked the backlash and used engineers blue to ensure that the tooth contact pattern was correct. You can also see the magnetic drain plug I fitted.*


3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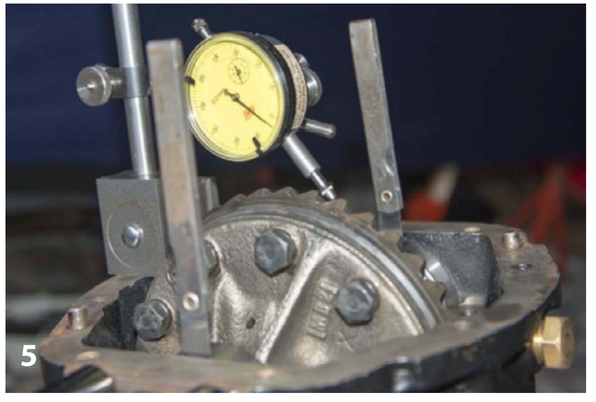

5

6 */ Axle shaft tapers with the key may have always been an issue regarding removing the drive shaft flange, after asserting a lot of press power it was obvious they were not going to separate.*

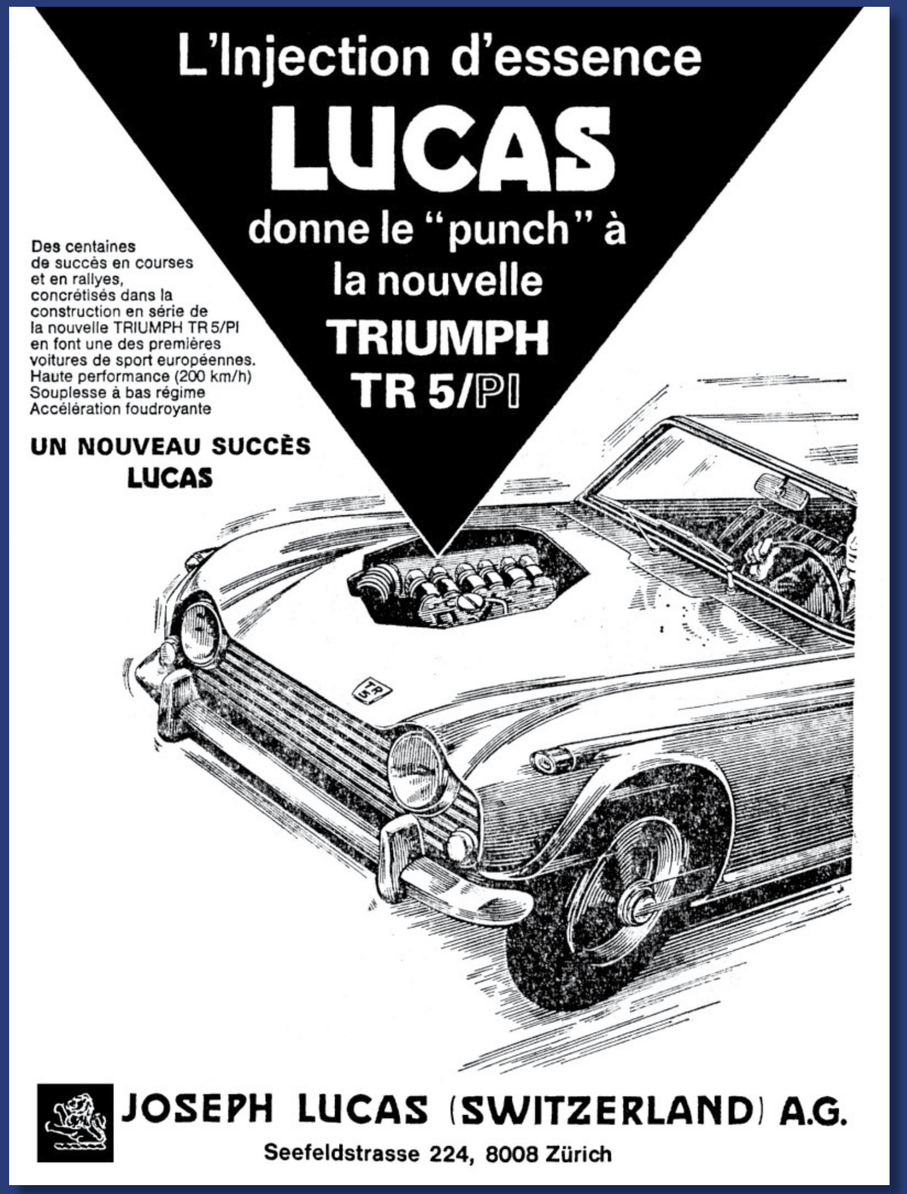
My solution was to remove the 0.006" shoulder inboard of the bearing, then to machine a small groove to accommodate a circlip. This allowed the bearings to be removed inboard of the flange.

7 */ The differential shown reassembled and back in the car after checking all measurements were in tolerance as per manufactures recommendations including the backlash on crown wheel and pinion.*

With the method I used regarding feeler gauges I was able to assemble once only and did not have to remove and reset any of the shims, so right first time. I have road tested to check for any noise and am pleased to report all whining from the diff has been eliminated.


6


7



Manningham Club: TCCV Christmas Lunch Social Gathering

By Dave Harden, TCCV member #983

The Triumph Car Club of Victoria, in keeping with club tradition, organised for members with friends old and new to meet, have lunch and generally socialise in a convivial manner. This warm and friendly atmosphere took place on Sunday 14 December 2025 from any time after 11:30am until around 3pm, and all who attended stayed for the duration and enjoyed happy topics of discussion.

Without attempting to name all attendees there were in the order of 53 members and guests in attendance.

The Christmas fare consisted of two different meats – pork and chicken – and one type of fish served in pieces. The meats were accompanied by carrots, asparagus, pumpkin and roasted potatoes with gravy. In addition, there was also potato coleslaw and pasta salad.

Dessert comprised of platters of fresh fruit and baked cheesecake drizzled with raspberry compote.

Drinks were available at bar prices.

This year a member was invited to display their beloved Triumph in the room where the lunch was being held.

I was the lucky owner, with my Triumph TR4 which has been owned since 2006. The car had been polished as it had never been polished before in the week leading up to the lunchtime festivity to make sure it was displayed in its full glory and to ensure that the presentation would not disappoint.

Our presiding Club President, Tony Cappadona, in his official capacity, delivered the annual Christmas salutation in the form of a concise festive speech in recognition of the events and attendance at all club events and, of course, the Christmas lunch.

Tony mentioned how this year was the first TCCV Christmas lunch at the Manningham Club, giving the TCCV an opportunity to allow a member to share the enjoyment of presenting a much-loved Triumph to the room.

Having received warm consideration from those attending, the day continued with more moving around the room and friendly discussion.

Perhaps in the future, wherever the TCCV holds its Christmas lunch, the display of a member's pride and joy should become a regular event.

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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 31 January stands at 254, which includes two new members who joined since the beginning of December.

Important Notice: 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://tccv.net/members-only/forms/update/newAppForm/new-2025-update-iframes.php) as the form has been changed and additional information is needed (particularly Engine No. and Commission No.).

New members who have joined since 1 December 2025 are:

Steve Banks	2000Mk-I
Bert Dyt	Herald 12/50

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 of 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).

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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