

The TRIUMPH

August 2026

TRUMPET

The Triumph Car Club of Victoria Online Magazine



Triumph 10/20  
1923–1925

Triumph 13/35  
1927–1927

Triumph 15/50  
1926–1930

Triumph Super 7  
1928

Triumph Super 8  
1930

Triumph Super 9  
1931

Triumph Gloria 10  
1933

Triumph 12-6 Scorpion  
1931–1933

Triumph Southern Cross  
1932

Triumph Gloria  
1934–1937

Triumph Gloria  
1934–1935

Triumph Gloria 14  
1937–1938

Triumph Dolomite  
1937–1938

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Triumph Dolomite  
1937–1938

Triumph Renown  
1949–1954

Triumph Mayflower  
1949–1953

Triumph 20TS  
1950

Triumph TR2  
1953–1955

Triumph TR3  
1955–1958

Triumph TR3A  
1958–1962

Triumph TR3B  
1962

Triumph Italia  
1959–1962

Triumph TR4  
1961–1965

Triumph TR4A  
1965–1967

Triumph TR5  
1967–1968

Triumph TR250  
1967–1968

Triumph Herald 12/50  
1963–1967

Triumph Herald 13/60  
1967–1971

Triumph Courier  
1962–1966

Triumph Vitesse 6  
1962–1966

Triumph Vitesse Sports 6  
1962–1964

Triumph Vitesse 2  
1962–1964

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Triumph Vitesse 2  
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Triumph Dove GTR4  
1961–1964

Triumph TR6  
1969–1976

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Triumph TR6  
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Triumph Dolomite 1300  
1976–1980

Triumph Dolomite 1500  
1976–1980

Triumph Dolomite 1500 HL  
1976–1980

Triumph Dolomite 1850  
1972–1976

Triumph Dolomite 1850 HL  
1976–1980

Triumph Dolomite Sprint  
1973–1980

Triumph 2000 Mk1, Mk2, TC  
1963–1977

Triumph 2.5 PI Mk1, Mk2  
1968–197

Triumph 2500 TC & S  
1974–1977

Triumph Acclaim  
1981–1984

FROM BEGINNING TO END – a TRIUMPH!





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**Life Members**

|                 |                  |
|-----------------|------------------|
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| Syd Gallagher † | John Seeley †    |
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**All correspondence to**  
secretary@tccv.net  
**or**  
Triumph Car Club of Victoria Inc.  
1 Deck Terrace  
Safety Beach VIC 3936

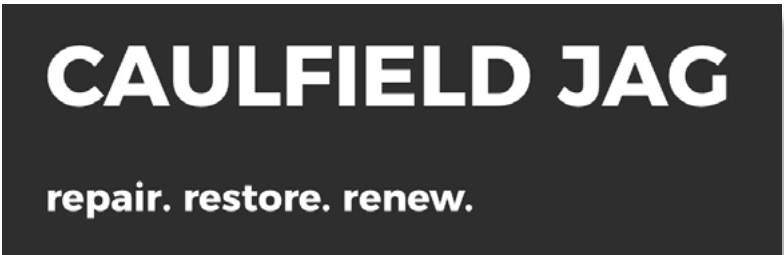
**CONTENT – click on VIEW**

**ARTICLES**

- VIEW** Editor’s Note
- VIEW** President’s Ramble
- VIEW** Triumph 10/20
- VIEW** Triumph Acclaim
- VIEW** Acclaim by Avon Coachworks
- VIEW** Some *Trumpet* covers over the years
- VIEW** Back in the day – Gerald #1
- VIEW** The President’s Lunch
- VIEW** Suggest a TCCV event
- VIEW** Turn off the lights!
- VIEW** A Woodend Wednesday Wandering
- VIEW** A TSOA tool
- VIEW** Submit your profile
- VIEW** Christmas in July

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The Webmaster can provide the necessary password to access this reserved area.  
Design and production of the Trumpet:  
Fran Madigan, editor@tccv.net*

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## EDITOR'S NOTE

Here we are in August, the final month of winter. It's our AGM on 19 August, so make sure you attend either in person or online.

A couple more 'finals' in this edition of the *Trumpet* magazine – the final President's Ramble from our outgoing President, Tony Cappadona, and a final Editor's Note from me as the *Trumpet* editor. Time flies. A few images of 'front covers' since we first started work on the *Trumpet* shows we have covered quite a bit of 'triumphant' ground!

In this August edition of the *Trumpet*, we take a look at the first and last Triumphs to be produced – starting in 1923 and ending in 1984 – the Triumph 10/20 and the Triumph Acclaim.

Many thanks to our article contributors this month. As always, our Webmaster Alan Andrews has provided several stories which include a trip to Whyalla with Gerald #1 a few years ago, the recent President's Lunch, a reminder to turn off the lights, a Wednesday Wandering in Woodend, and Christmas in July.

Thankyou also to Leonie Johnson for photos of the President's Lunch and Dave

Harden for images of the Christmas in July event.

And thanks to Frank Foley for outlining his solution to replacing his Stag's head gasket – with a little help from the TSOA!

In addition, Alan has developed interactive forms on the TCCV website where you can suggest – and hopefully organise – future events, as well as telling us a little about yourself and your Triumph by submitting your profile which could then become an article for future *Trumpet* editions.

Finally, a big thankyou from me to everyone who has contributed to the *Trumpet* over the past few years during my time as editor. In particular, the Presidents I have worked with – Roger Makin, Peter Byrnes and Tony Cappadona, and of course, Membership Secretary, Roger McCowan and Webmaster, Alan Andrews. Any magazine is only as good as the stories and articles it includes, so please keep them coming in for the new editorial team.

Enjoy your Triumphs and travel safe.

All the very best,

Fran



Alan Andrews' niece, Jennifer, spotted this vehicle on Saturday 6 June while holidaying in Malta. Photo from her Facebook post.



From the June issue of the *Trumpet*

**WHO DO YOU THINK THIS IS?**

The answer is:

**Alan Andrews!**



## PRESIDENT'S RAMBLE

By Tony Cappadona, TCCV member #662



Dear Members,

Well, the AGM is quickly approaching, as is the end of my two years as President.

Being in this role has been a very good experience for me. I have gotten to know members a lot better as well as getting to know members who I didn't know beforehand. We have had a few issues arise over the time, but nothing we couldn't deal with, e.g. the club now needs to pay income tax! We have a highly skilled team who get things done.

One issue that hasn't been resolved, which I would have loved to resolve as President, is that of the next *Trumpet* editor. Fran and Jimmy have been very patient and generous in continuing on as editor and designer in the absence of finding somebody else to take it on. This is despite the fact that the magazine has gone from monthly to bi-monthly and is now posted online.

One thing that has come out of the reduction of *Trumpets* is the TCCV Newsletter. The Newsletter sources its information from the website so it is relatively automatic to produce, although I am sure our Webmaster tweaks a few things.

We have managed to pass on the savings made by not printing the *Trumpet*, by reducing our club fees. We have had

three subsidised events in the last 12 months, so if you came to two of those you would have had your club fees reimbursed with interest. We do have quite a few members who are financial and holding club permits who we never see. I think a lot of these members probably have good intentions but just don't get around to coming to a meeting or an event. Also, some people chose to interact via social media, e.g. our Facebook page, and this is very legitimate in this day and age. I personally would like to see the club hold more subsidised events as a way of rewarding the active members. We held a mid-week barbecue during the year and this proved to be very popular.

Our next meeting on **19 August** is our **AGM**, so please try and make it. We do need a quorum to vote in the new President and Committee.

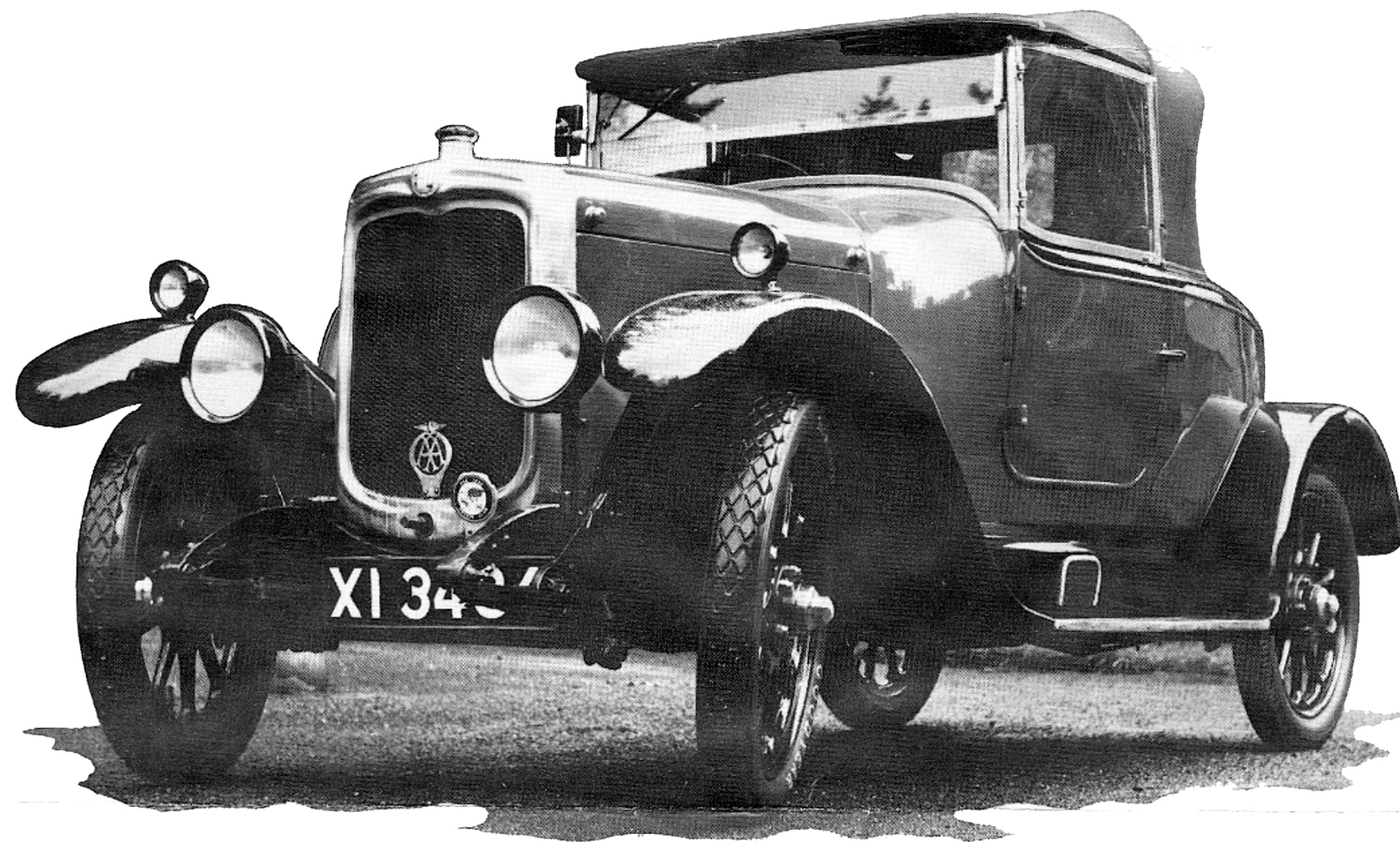
As for me, I will still be around. I have finished some work I recently undertook on my TR6; it is still on stands as I plan to do a final check before putting it back on the road. The frustrating thing for me is that I keep the car in Torquay as I don't have room here in Albert Park. It's not unusual for members to ask me what sort of car I have and where it is. I will try and get it to an event before the end of the year.

Diana and I are heading off to see our son who is currently living in Dubai and working in Abu Dhabi. We have decided to go via Sicily and Rome; at the moment we have our fingers crossed that nothing will get cancelled before we leave in September, so wish us luck and I will see you soon at a meeting or event.

Thankyou.

Tony





IN THE BEGINNING

## Triumph 10/20

Source : [Wikipedia](#)

The Triumph 10/20 is a car manufactured from 1923 until 1926 by the Triumph Motor Company.

It was the first Triumph automobile and was named the 10/20 for the Royal Automobile Club's taxation class of 10 horsepower rating and its actual output of 20 brake horsepower. The design was principally by Arthur Alderson assisted by Alan Lea and Arthur Sykes who were employed by Lea-Francis, to whom Triumph paid a royalty on every car made. It was powered by a 1,393 cc (1.4L) 4-cylinder side-valve engine designed by Harry Ricardo and fitted with a single updraught Zenith carburettor. The engine produced 23.5 brake horsepower (17.5 kW) at 3000 rpm, giving the car a top speed of 52 mph (84 km/h) and economy of 40 miles per imperial gallon (7.1 L/100 km; 33 mpg-US). The four-speed gearbox was mounted centrally and coupled to the engine by a short drive shaft.

The car was launched as a two-seat, steel panelled open tourer with provision for a third passenger in a dickey seat, utilising bodywork supplied by the Regent Carriage Company of London. A sports model with aluminium body panels

and long wings soon followed, and then in 1924 a fabric-covered four-seat Weymann saloon featuring a single door on the driver's side and two doors on the passenger side. It had a 102-inch (2,591 mm) wheelbase, making it the largest (by 20-inch (508 mm)) of the 'light cars' of its era. It was the first British production car to be fitted with hydraulic brakes, but at first on the rear wheels only.

Approximately 2,500 of this model and the parallel 13/35 and 15/50 models were made. The price was £430 to £460, expensive compared to a contemporary Wolseley 10 selling for £250.











AND AT THE END

## Triumph Acclaim

Source : *Wikipedia*

The Triumph Acclaim is a front-wheel drive compact family saloon/sedan manufactured by British Leyland (BL) from 1981 to 1984, as a locally built version of the Honda Ballade. It was the final vehicle marketed under the Triumph marque, and the first product of the alliance between BL (later the Rover Group) and Honda which would last until the mid 1990s.

The Acclaim was the first Japanese-designed car manufactured within the European Economic Community (now the European Union), to bypass Japan's voluntary limit of 11 per cent market of the total number of European sales. It was a major turnaround point for BL itself, achieving both reliability and high build quality from the outset.

Assembled at the Pressed Steel Fisher Plant at Cowley, Oxford, the Acclaim paved the way for the Honda-based, Rover-badged range of cars which BL (and successor organisations Austin Rover and Rover Group) would develop throughout the 1980s and 1990s.

### Background

The development process began in 1978, when BL entered into negotiations with

Honda to develop a new small family saloon. Although the Acclaim officially replaced the Triumph Dolomite, BL's mainstream products in the segment were the Austin Allegro and Austin Maxi – both of which were outdated and nearing the end of a long production run. The Acclaim was therefore originally intended as a short-term product until all-new products were ready for launch.

On 26 December 1979, Michael Edwardes officially signed a collaboration between the two companies. The new car would essentially be a licence-built version of the Honda Ballade (itself derived from the second generation Honda Civic), but with some modifications for the European market and locally sourced content. It replaced the Triumph Dolomite, which had finished production a year earlier when the Canley plant in Coventry was closed down. The Acclaim was officially launched by BL on 7 October 1981. The Maxi had just been withdrawn from production at this stage, with Allegro production ending in March 1982.

The end of Dolomite and TR7 production meant that the Acclaim was the only car to wear the Triumph badge after 1981.





The Acclaim was a major turnaround point for BL itself, with the car achieving good reliability and build quality from the outset – a stark contrast to the quality-control issues which had plagued earlier models. The Acclaim held the record for the lowest percentage of warranty claims for a BL car.

Unlike previous Triumphs, the Acclaim was assembled at the Pressed Steel Fisher Plant at Cowley, Oxford, taking over the withdrawn Austin Maxi production lines. Many workers from the closed MG plant at Abingdon were reassigned to Cowley to work on the Acclaim. It was briefly produced alongside the Morris Ital, a revamped version of the Marina. BL invested £80 million in new production facilities at Cowley, with a new press line and paint shop installed specifically for the Acclaim. While major parts such as the powertrain, chassis components, dashboard assembly and much of the electrical systems were imported from Honda's factories in Japan, the amount of British-sourced content within the Acclaim gradually increased over its production life.

### Design and mechanicals

The most notable outward change from the Honda was the appearance of a central badge on the grille. At the

time, the Japanese model had 'Honda' to the right-hand side of the grille. Other changes included twin Keihin carburettors (the Ballade had only a single carburettor), the mirrors were situated on the doors, the independent front and rear MacPherson strut suspension was tweaked for the UK market and the seats were based on Morris Ital frames. The Acclaim was provided in a more luxurious interior trim than its Honda equivalent, even in its base models. The brakes were disc at the front and drum at the rear.

All Acclaims were powered by the transverse-mounted all alloy and overhead-cam 1,335 cc (81.5 cu in) engine found in the Honda Civic. This engine was a member of the Honda CVCC family, although the cast alloy rocker cover with Honda branding was replaced with a plain black pressed steel item for the Acclaim to disguise the car's Honda origins. The engine drove the front wheels through either a five-speed manual gearbox or a three-speed Trio-matic (which was a manually selectable automatic transmission) gearbox (the same as the Hondamatic) and the interior was nearly identical (except for the seats). The usual BL trim levels were offered: L, HL, HLS and the top of the range CD, which had front and





Photography : W B & Sons Ltd

rear electric windows, chrome bumpers, headlamp washers, 165/70 tyres (the L had 145/80 tyres and the HL & HLS had 155/80 tyres), plastic wheel trims, velour upholstery with seat pockets on the back of the front seats, front seat head restraints and optional air conditioning. The car remained largely the same throughout its production life. A Mark 2 version of the Acclaim came out in 1983 (from VI No. 180415 onwards). The main changes were to the exterior door handles, an electronic digital clock replaced the previous mechanical one, a restyled steering wheel, a restyled gear knob, the rear interior door handles (they were just swapped) and the heater recirculation control, which was moved. Mark 2 HL and HLS cars were better equipped than the earlier ones.

Marketing and sales

There was a limited-edition Avon Acclaim, getting its name from Avon coachbuilders of Warwick who did the conversion work, that had leather seats with piping to match the body colour, leather door panels, wooden and leather trimmed dashboard, wooden door cappings, two-tone metallic paint, colour-coded wheels with chrome embellishers, chrome-plated grille, colour-coded headlamp surrounds, vinyl roof and extra soundproofing. There

was also an Avon Turbo, which had Lunar alloy wheels with 205/60 tyres, suede upholstery, front air dam and side decals. A Turbo Technics turbocharger increased the engine’s power output from the standard 70 bhp to 105 bhp. It is thought that there are only four surviving Avon Turbos including the press car (VWK689X), which was the first Avon Turbo.

The Acclaim was Britain’s seventh best selling car in 1982 and the eighth best selling car in 1983.

The demise of the Acclaim came in June 1984 when the Rover 200 was launched, based on the next incarnation of the Honda Ballade. A total of 133,625 Acclaims were produced, the vast majority of which were sold in the UK. The last Acclaim off the production line (a silver CD with the Trio-matic) is now in the British Motor Museum. The Acclaim’s demise saw the end of the Triumph marque as a car (although the name continues in motorcycles), as Austin Rover’s restructuring retained only the Austin, Rover and MG marques, and by 1989 even the Austin marque had been axed. Earlier in 1984, Austin Rover had confirmed that the Triumph brand would be discontinued when the Acclaim was replaced and its successor would be badged as a Rover.

On Sunday 9 October 2011, to celebrate the 30th anniversary of the launch of the Acclaim, 23 Acclaims were gathered at the Cowley works where the cars were built and the British Motor Museum. This included the oldest known surviving Acclaim, the first Avon Turbo, the final production Acclaim and the only known nut-and-bolt restored Acclaim.

By mid 2020, 125 Triumph Acclaims were left on the road, with a further 258 registered as off the road.

# Klick, schnurrrr, surrrrrr, zipp.

(Das kriegen Sie meistens nur bei Luxus-Limousinen zu hören.)



Das obige Geräusch ist der (zugegebenermaßen unvollkommene) Versuch, das sanfte Summen der elektrischen Fensterheber zu beschreiben, die beim neuen Triumph Acclaim HLS serienmäßig vorhanden sind. Da wird mancher Luxus-Limousinen-Besitzer seinen Ohren nicht trauen, wenn Sie lässig auf's Knöpfchen drücken... Klick, schnurr, surr, zipp.

Aber auch sonst bietet Ihnen der neue Triumph Acclaim HLS eine in dieser Klasse höchst ungewöhnliche Ausstattung. Dazu gehören komfortable Veloursitze, getönte Scheiben, Drehzahlmesser, Digitaluhr, Scheinwerfer-Leuchtwinkelregulierung und beide Außenspiegel von innen einstellbar, Kofferraumhauben- und Tankdeckel-Entriegelung vom Fahrersitz aus und vieles mehr.

Dieses Luxuspaket wird von einem sportlichen 1.3-l-Aluminium-Motor (70 PS; 51 kW) bewegt, der den Triumph Acclaim HLS in ca. 13,5 Sek. von 0 auf 100 beschleunigt – bei einer Endgeschwindigkeit von ca. 155 km/h. Natürlich verfügt der neue Triumph Acclaim über ein wirtschaftliches 5-Gang-Getriebe, über ein 2-Kreis-Servobremssystem sowie Einzelschwinge zur Unterstützung der Sicherheit.

Daß der neue Triumph Acclaim dennoch ein wirtschaftlicher Mittelklassewagen ist, das beweist nicht zuletzt der Benzinverbrauch: Bei Tempo 90 km/h 5,8 l, bei 120 km/h 8,3 l und im Stadtverkehr 8,6 l auf 100 km (Normalbenzin nach DIN 70030-1).

Hören Sie sich den neuen Triumph Acclaim bei Ihrem BL Händler live an. Vielleicht ist er Musik in Ihren Ohren.

Weitere Informationen von Leyland GmbH, Postfach 1940, 4000 Düsseldorf, Telefon: (02 11) 781 81.

**Triumph Acclaim. Da können Sie sich was bieten lassen.**







Photograph : Robert Knight

## Triumph Acclaim by Avon Coachworks

*AROnline, Keith Adams*

The coachbuilder Ladbroke Avon put together an interesting upmarket version of the Acclaim.

It was initially only made available through the Henlys franchise, before being offered to a wider audience after the Turbo was launched in 1983. As a result, the Avon Triumph Acclaim sold in small numbers – a handful of which still survive.

### Avon Acclaim: adding pace and posh to the LC9

During 1981, Avon was taking a steady stream of orders for its Jaguar XJ6-based estate car, but owner Graham Hudson had expansion plans, and moved into a more accessible price range with a seriously up-specced version of the newly-launched Triumph Acclaim.

The car came in for a real makeover and received much in the way of upgrading, including a chrome-plated radiator grille, vinyl roof, duotone paint, colour-coded road wheels, and special and unique metallic finish.

Inside, the seats were retrimmed in Connolly leather with colour-keyed

pipings, the dashboard and door cappings were treated to burr-walnut veneer and the door trims and armrests were also re-trimmed to match the rest of the interior.

### How much and how to buy one?

The Avon Triumph Acclaim conversion was made available through selected ARG dealers for a cool £1,365 – and, thanks to copious soundproofing, the interior noise levels were so low as to almost justify the extra cost. Avon were confident that the car would sell, and talked of a production run of 25 per week, but it soon became apparent that they had overestimated demand.

Undeterred, Avon moved on and developed a turbocharged version of the car, which would open up the posh Acclaim's appeal to a whole new market. The company's argument for producing such an unusual car was that their Acclaim would make sense in a market where company cars had recently become subject to taxation.

Their conversion charge would not, however, be levied, and so user-choosers could buy this car in the confidence that it would match bigger bodied and bigger engined cars, while being subject to less tax burden.





### What was it like to drive?

It was certainly an interesting slant, and it has to be said that the performance of the car was pretty effective. Certainly, *Autocar* magazine rated the turbo conversion: "...the engine's performance is impressive in the mid-range, giving the car 9.6 sec 0-60mph acceleration, better than the Renault 5 Gordini Turbo, which uses a similarly sized engine."

It was actually a Turbo Technics turbo conversion and, by 1983, they had become very proficient in the art of using the 'blower'. Power was uprated from 70 bhp to a quite impressive 105 bhp (from 1335 cc) but, more tellingly, the magazine described the installation as being blessed with a "lack of turbo lag ... very torquey in the mid-range."

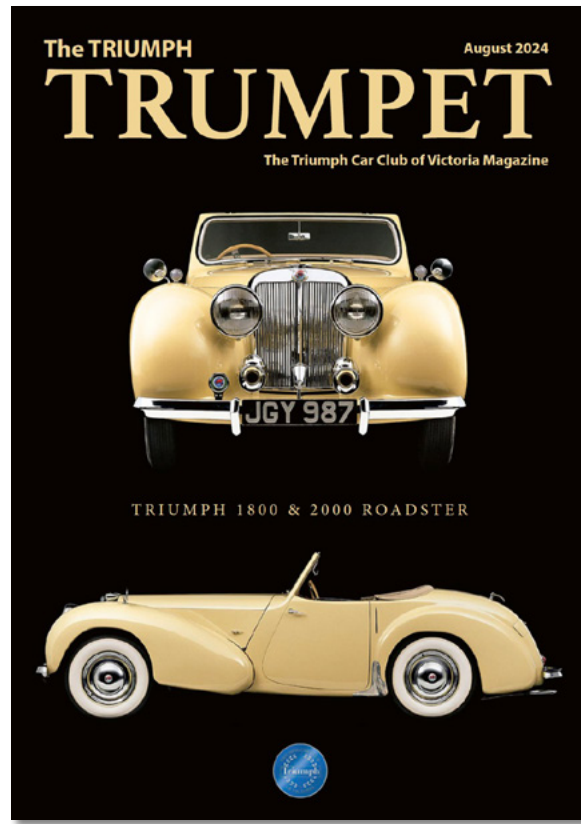
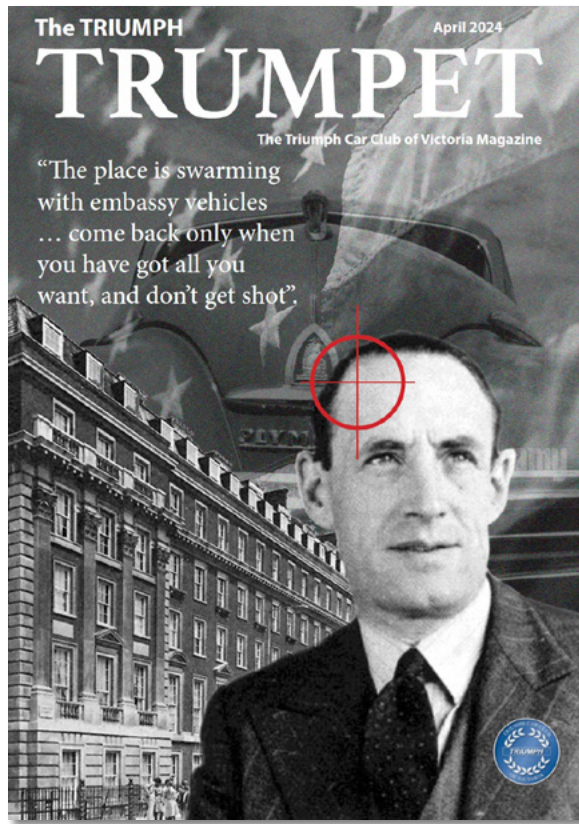
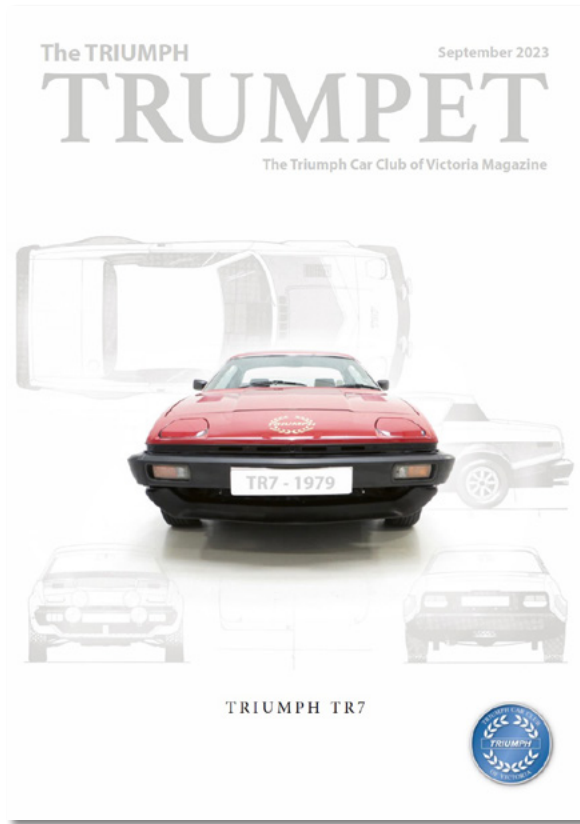
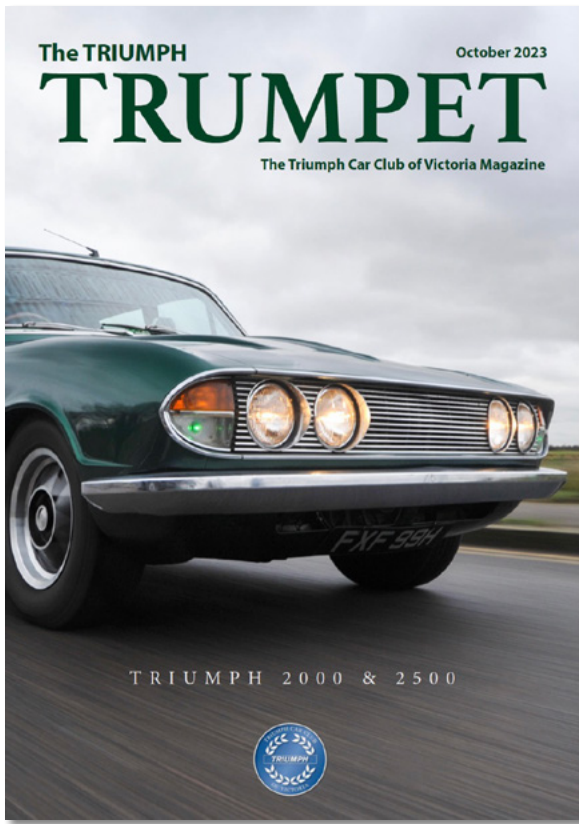
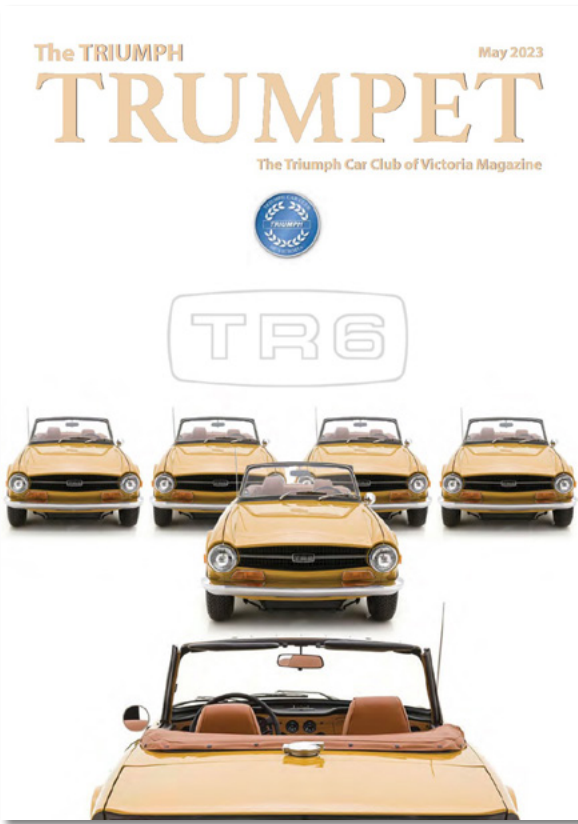
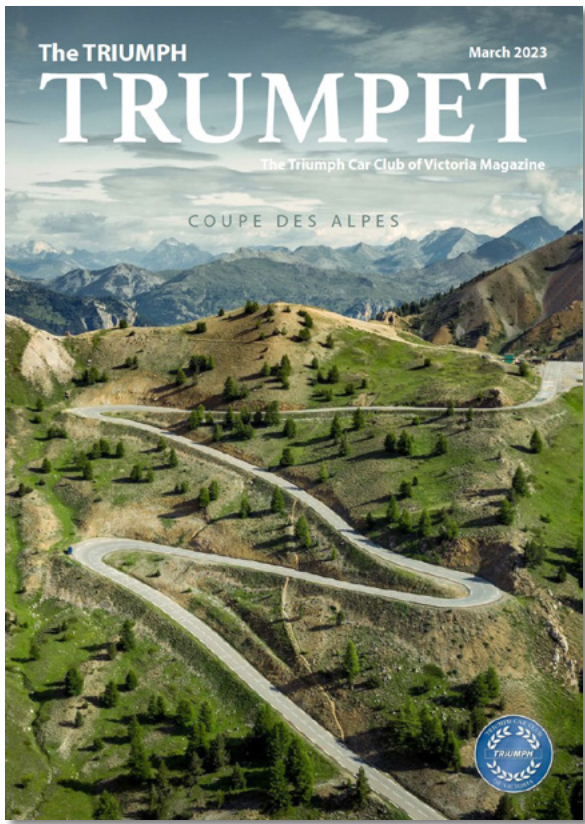
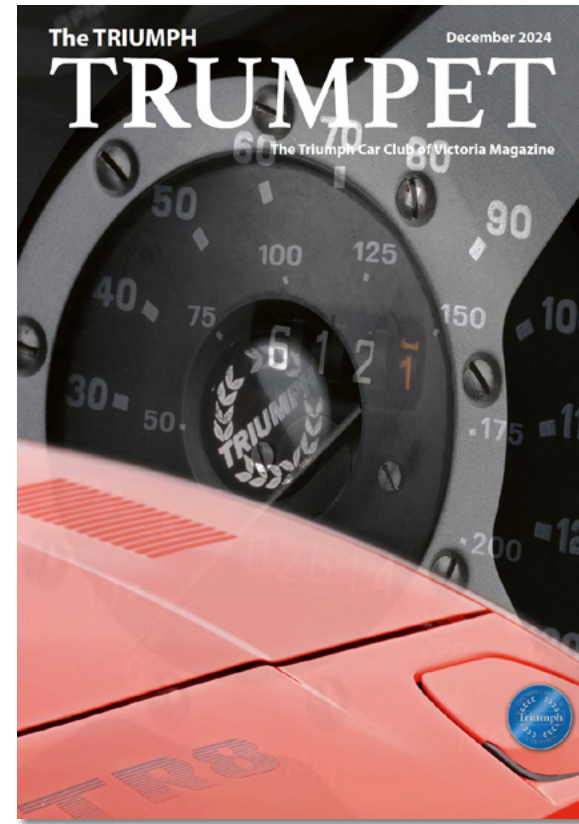
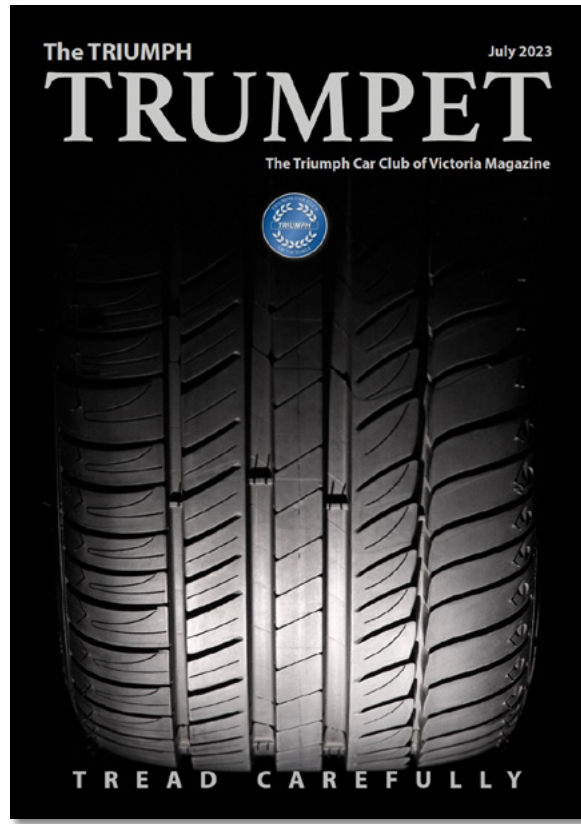
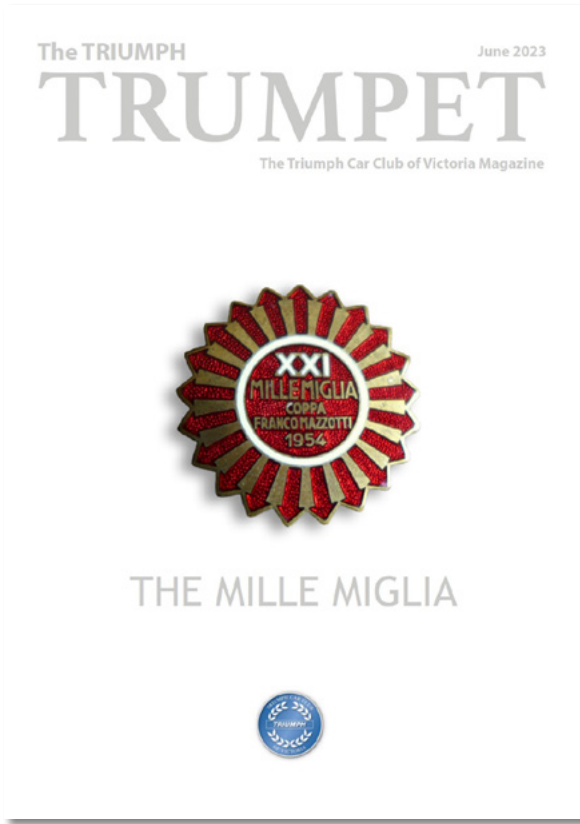
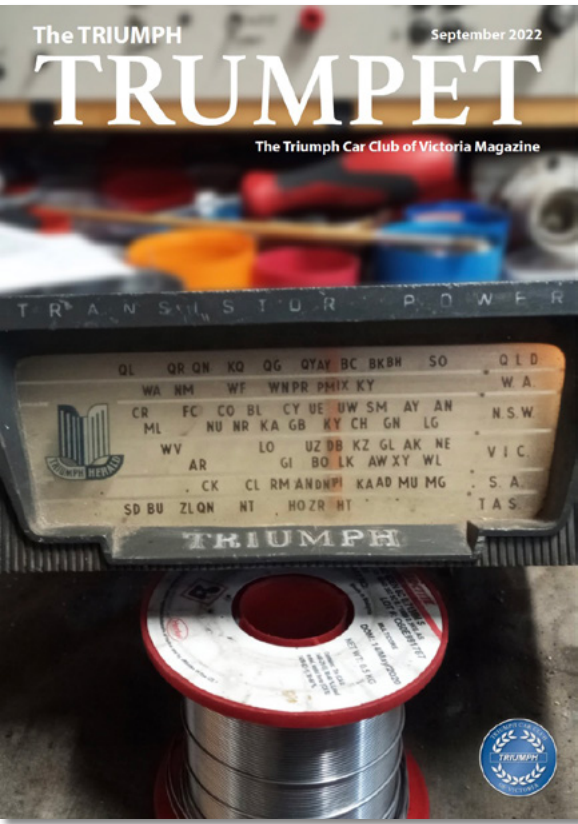
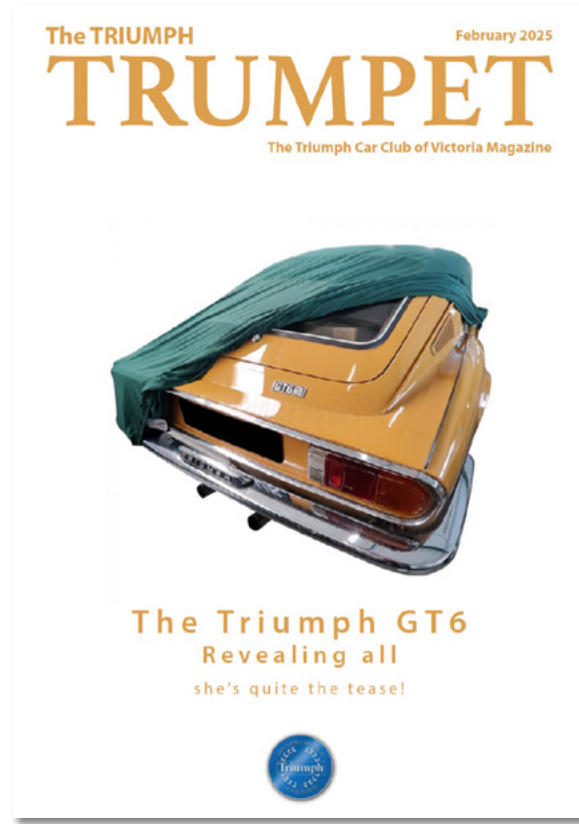
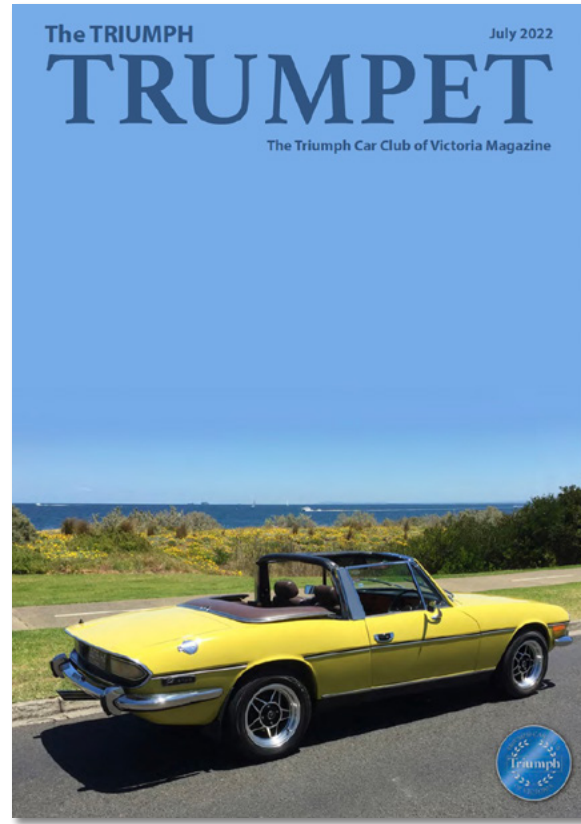
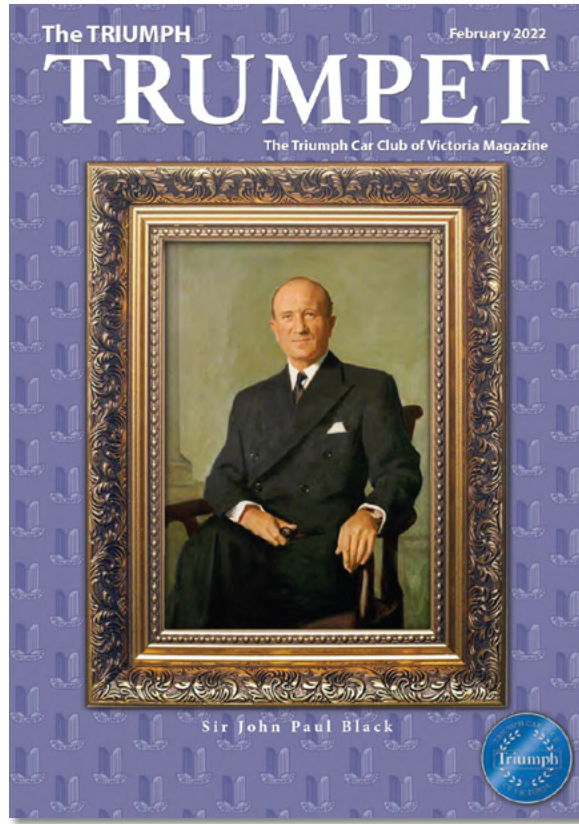
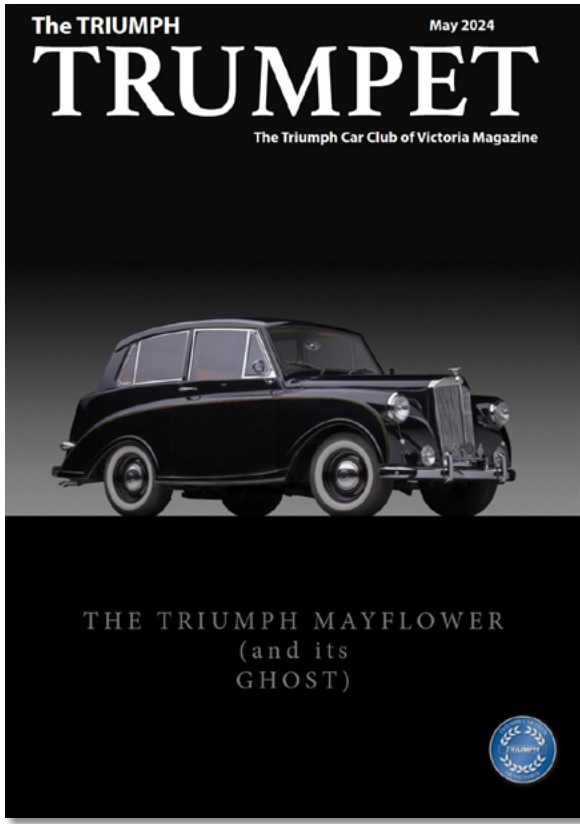
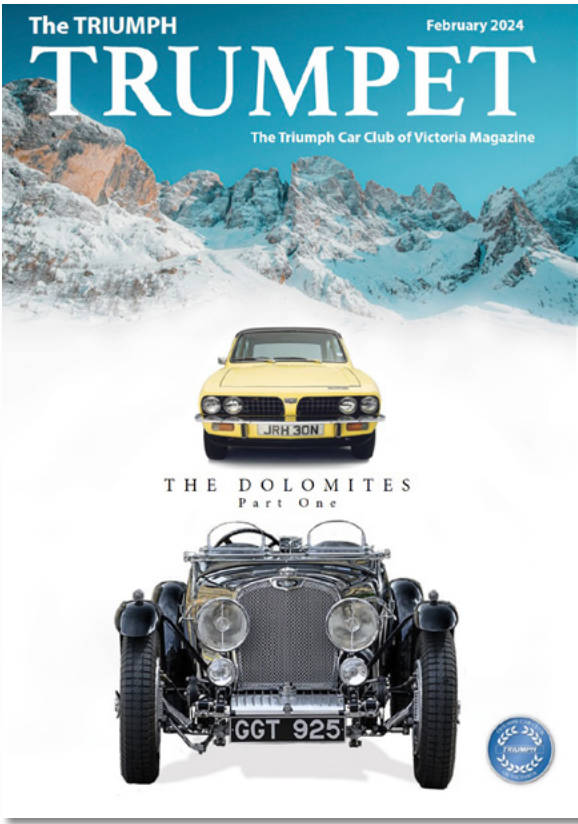
Unfortunately, even though the ride height was lowered, the springs and dampers uprated and wider 205/60×13 tyres on Lunar alloy wheels were used, the handling was described by *Autocar* as "floppy" and "during hard acceleration, you have to fight the power-steer ..."

Perhaps boy racers would like it, but there was no way that this could be described as a cultured gentleman's express. Like the normally aspirated version, the car was available through ARG dealers or direct from Ladbroke

Avon, and the total cost of the conversion was £2,990.

Avon did not replace its Acclaim with a version based on the Rover 213/216 in 1984, and went back to concentrating on bespoke Jaguars. There probably would not have been any demand for an Avon-Rover 213, (even if ARG would have backed the car as they did the Acclaim) as Rover covered this gap in the market perfectly well with their own Vanden Plas version.





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## “Whyalla and Bust”

*By Alan Andrews, TCCV member #572*

We were still courting back then. Both in Adelaide. Me at uni. Joan working in the city. Both sets of parents in Whyalla, about 400 km north and west. I drove Gerald #1 back home some weekends. Joan came too. Halcyon days.

One time it was urgent that I go home ASAP – start of uni holidays. I left Friday after lectures, taking study books and picking up Joan on the way through. On the Main North Road and beyond

Adelaide’s outer suburbs, I wound Gerald #1 to 70 mph. It must have been the fastest ever. No time to waste. Serious reason to get home ASAP – two weeks without lectures.

Everything was going swimmingly until Snowtown. A big BANG. Instant loss of power – not that there was much to start with. Crawling speed to the next garage at Crystal Brook, 50 km away. Didn’t make it. Gerald #1 gave up the ghost.

A chap stopped. A farmer type. He towed us to the garage using the shortest tow

rope imaginable and at some speed. Exhilarating and frightening at the same time. But we got there. Thanked him and off he went leaving Joan and me to fend for ourselves.

The mechanic was working in the workshop. He saw us and kept working. We waited and waited with the bonnet up. Finally, I decided to push on after topping up the oil, which I suspected being low due to noticing the dense blue cloud behind us before.

Port Augusta the next stop. One-hundred-and-ten kilometres away. It’s amazing how time drags at crawling speed in the dark. Topped the oil at the first garage. Continued over the wooden bridge spanning Spencer Gulf. On the home stretch for breakfast. About 8 km to go.

Quite unexpectedly, a siren behind us. A bobby. But we certainly weren’t speeding. We pulled over. He just wanted to know why we were going so slowly. I explained. He wished us well, and off we went.

I dropped Joan off at her place and I went to mine. It was breakfast time after all.

Dad, being a motor mechanic, sourced the problem straight away. Piston #2 had dropped its skirt. The sump was full of

it. Off to the local wreckers to scavenge a Standard Ten piston and conrod. Dad had it done over the next few days, but nothing could be done about the deep gouge in the cylinder wall. The engine fired up but with fewer horses than before. The blue trail not quite as dense as before but still very noticeable by sight and smell.

Holiday over, it was back to Adelaide. As dad’s do, he volunteered to help with the drive. He in Gerald #1 and Joan and me in his near new Studebaker Lark. For some reason I didn’t mind. Dad drove the 300 km or so to Lochiel where we swapped cars.

I’d only had Gerald #1 for a few months. Still paying off the loan. Bought it from Para Motors on South Terrace. They’re gone now, but they half honoured the warranty: they paid labour, I paid parts. I protested, but what can you do? I think dad helped with my finances – poor uni student and all that earning \$14 a week: scholarship wage. Half went in full board and lodgings, \$7 left to live on, but I managed.

There’s a sequel, but I’ll keep that to myself until my next ‘bare-all’ rendition.





# The President's Lunch, 2 August 2026

*Story by Alan Andrews, TCCV member #572*  
*Photographs by Alan Andrews and Leonie Johnson*

Melbourne turned on the perfect clear winter's day for this prestigious annual TCCV event. Some TCCV members had been to the Pine Grove Hotel at Upper Beaconsfield for lunch before when the Sunbeam Car Club invited TCCV to join them to drool over the car collection at Dowell's Museum just down the road and later go to lunch at the hotel.

Peter Welten put wheels in motion that day for our event. Forty-five came along on Sunday. Most in their treasured Triumphs. Excellent parking a bonus. The

private room was well received with its own bar, comfortable chairs, adequate room at the tables and air-conditioning keeping the room temperature just right. A large concertina door separated us from the other diners, of which there were many. A very popular hotel indeed.

Meals were ordered from the full à la carte menu. No 'alternate drop' from a much-reduced offering. Waiters took orders from the table; no lining up at a counter! Steaks not listed on the menu but available on request. Desserts and coffee rounded out the table service.

As well as our classic Triumphs gracing the carpark and causing quite a stir among other patrons, were three rather smart American muscle cars: a



red Corvette C3; a red Cougar with a white slash down each side; and a white Impala. Much to be appreciated!

Of course, when we get together there is much chatter. Camaraderie is such a strong point among us. I took advantage



of 'the more knowledgeable' to investigate why my driver's door opens so widely. The gen revealed another job for another time. A bonnet was raised to show the special design of the Stag battery holder rods for the benefit of another member. One member ordered





a number of oil filters for his saloon. There's an advantage in ordering regalia and organising the changeover at a future event. Apparently, there's more to attending these events than just having a meal!

Members drove from inner Melbourne suburbs, further-out suburbs and from country towns. Some travelled quite a distance. No doubt we will do it again. Check the Events Calendar, register and come along. Build your Clubmanship account. See you at some.



# Member Suggestions for a TCCV Event

*By Alan Andrews, Webmaster, TCCV member #572*

At our June General Meeting there was robust discussion about social events.

- “More events west of Melbourne”.
- “Regular events maybe at fixed locations at fixed dates every month”.
- “Event Coordinator not the exclusive organiser and suggester of Events”.
- “Why not plan events mid-week?”
- “How can members become engaged in developing a comprehensive and interesting Events Calendar in partnership with the Event Coordinators”.

In light of such comments, a form has been created, with instructions, to assist members to suggest events, dates and venues. Already you will find reference to several monthly mid-week events, even some for 2027. Check what else has been added for 2026. Support them whenever you can.

You will find the link in the “Events” menu list (<https://tccv.net/members-only/forms/EventRecommendationNotes.pdf>). The link to the form is part of the instructions (<https://tccv.net/members-only/forms/event-venue.ph>).

Clicking the “Events” link may direct you to login as the actual files are in “Members Only” making them available only to TCCV members.

Now all that remains is for the form to be used – **BY YOU**.

## Submitting a TCCV Event

### Things to check

The Event Form is made available so that members can recommend dates, event type and venues suitable for inclusion in the TCCV Events Calendar.

But there is more to it than only suggesting we go to Venue X on Date Y for Event Z.

Submitting that bare minimum of information infers the Event Coordinator becomes responsible for all the necessary research to qualify the submission.

Consequently, this document aims to encourage the Proposer to engage with the Event Coordinators and other members by nominating venues, dates and event types to build an Events Calendar for all to enjoy.

### Proposer:

When proposing a Regular Annual Event, consider being the Principal Organiser.

For a Miscellaneous Event, it is expected that the Proposer be the Principal Organiser.

### Event Date:

When considering a suitable date, consult the Events Calendar to avoid:

1. Clashes with existing events.
2. Multiple identical events in the same month.
3. Having too many events in the preferred month to the detriment of other months.

### Event Details:

There are TWO classes of events: Regular Annual Events and Miscellaneous Events.

Regular Annual Events are those planned each year, while Miscellaneous Events are arranged on a more ad hoc basis.

In recommending events, decide on these points as relevant:

1. Event type, date, venue. If intending to meet at the venue, indicate relevant times to arrive, number booked for, etc.
2. For a convoy, decide a meeting point, departure time, convoy leader, tail-end Charlie, route, destination.

### Venue Details

1. Is there adequate car parking for the event in question?
2. Can the venue cater for the number of members expected to attend?
3. If a major meal, what menu options are offered? [Full à la carte](#), [reduced menu](#), [alternate drop](#), [fixed](#), etc.
4. Meal prices.



- 5. Is there a contact person for follow-up? If so, get details.
- 6. If a deposit is required: how much, how is it to be paid, date to be paid by, and advise the Event Coordinator for authorisation of such financial arrangements.

**Click here for the Event Recommendation Form** *(example below)*



# Triumph Car Club of Victoria



Recommendation for TCCV Event Form

Event Coordinator: Andrew Donald 0425 775 592 events@tccv.net

Use One form per event

Complete as much information as possible

Proposer Name:

Proposer Phone:

Proposer Email:

Organiser(s):

For Miscellaneous Events

suggest an Organiser other than Events Coordinator

Event Details

Choose ONE of Annual Events OR Miscellaneous Events

Regular Annual Events:

Venue & Organiser suggestions most welcome

Miscellaneous Events:

Venue & Organiser suggestions expected

Specify if "Miscellaneous Events" is "Other":

Proposed Date:

dd / mm / yyyy

End Date if Multiple Day Event:

dd / mm / yyyy

Relevant Event Comments:

(Meeting point, arrival/departure time, number booked, etc...)

Venue Details

Name:

Address:

Contact Name:

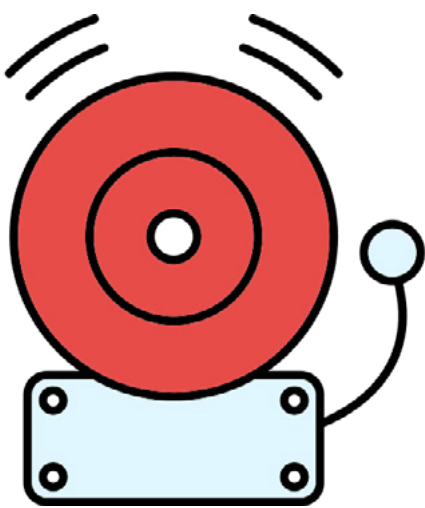
Phone:

Email:

Relevant Venue Comments:

(Adequate car parking, booking requirements...)

Submit



## Light Buzzer – an aide-memoire

*By Alan Andrews, TCCV member #572*

I suppose I’m used to my modern daily drive and forget the Stag doesn’t come with all the automatic features; or maybe it’s because my memory isn’t what it used to be.

I remember to turn off the window wipers as I can see that they are still operating. The engine too, as I hear the rumble. The headlights at night time are not a problem either as my eyesight is still good and I can see the brightness up front, but during the day it is a different matter.

For safety reasons I like to travel with the headlights on low beam when I’m out in the Stag during the day. Other motorists notice the car a little better, hopefully making my journey a little safer. Being white, it doesn’t blend in with the road like many modern grey cars do. Grey, silver and white seem the most popular

colours these days. Being colour blind must be a real downer with everything appearing as shades of grey, if that is actually the case.

After leaving the headlights on several times on our various events while Joan and I are inside having a meal or wandering up and down a little town’s main street, I chatted with Dave about what could be done. Two options. The first: a timer that automatically turns them off after a short spell once the ignition is turned off and I have walked away, just like modern cars these days. The second: a gentle buzzer acting as an aide-memoir that the headlights are still on when the ignition is turned off.

Researching the options revealed the former would cost around \$600 to purchase and fit. The timer itself around \$250 and perhaps two hours’ labour, maybe longer. Many tradies have a minimum time for jobs even if they finish earlier. The latter less than \$200 all up if you know the right auto electrician who knows about 50-year-old wiring looms.

So, I chose the latter option. Now flattening the battery during the day or overnight because the lights are left on accidentally is not an issue. A win-win situation: a win for the Stag and a win for me.





## Woodend 'Wednesday Wandering'

*By Alan Andrews, TCCV member #572*

We left home in slight drizzle, but I insisted on taking the Stag to meet up with Peter and Ann at Diamond Creek around 10am on Wednesday 1 July 2026.

Traffic on the Melbourne Ring Road, the M80, was surprisingly light. So was the Calder Highway, making the drive to Woodend very relaxing. Why did many vehicles turn off the Calder at the Diggers Rest exit? A mystery to me.

Of course, driving through 'Road Work' zones at 40 kph was annoying as all were devoid of personnel and equipment. And many 'Rough Surface' signs sometimes told the truth, but not always.

Woodend was cold but dry. The queue stretched outside the door at Bourkies Bakery, our designated light-lunch venue. A very popular spot. Must be good. Worth waiting to be served. Eventually, a guy suggested we take a number, come in out of the cold, wait for the number to come up on a screen and go place the lunch order. Relief. Partners off to secure inside seating was essential due to the place's popularity. But there was plenty of outside seating in the weather – not a popular option.

Eighteen members took over the booths, leaving stool seating at benches for others. Five Triumphs made the run, one with the roof down! (Hint: a certain LHD yellow TR.) Others intended to but decided against for various reasons.

As usual, there was much chat over lunch: 'Camaraderie Rules' again. Everyone enjoyed what they ordered, although a certain wife thought the green and yellow roll lacked a little flavour. Coffee and hot chocolate, brilliant. Vanilla slices TDF. Other cakes excellent. No wonder the queue was so long!

Eventually, we all said our farewells and made our way home. A most successful event. Well done Roger McCowan and everyone supporting our first successful mid-week 'Wednesday Wandering' this year. See you at the next one.







## A Brilliant Tool – Thanks to the TSOA

*By Frank Foley, TCCV member #848*

Prior to heading off for a drive in June 2025, I noticed the coolant level had dropped a touch and so started the adventure of my Stag head gasket replacement which ended with the discovery of this brilliant new tool.

Inga is my 1976 Stag first delivered to a company called 'Swedish Models' in Brunswick East (maybe an early Ikea store in East Brunswick in the '70s ... or maybe something else!). After four years of service and 20,000 km, she transferred



ownership to the Esler family in 1980. In 1987 with 80,000 km on the clock, overheating issues occurred requiring an engine rebuild performed by Dukes Service Centre in Cheltenham. In 2011 and an additional 30,000 km, Inga came to join our family and provided many lovely days out in the sunshine with the top down. She is very original with the odd character bump and scratch but still scrubs up ok.

After trying a few obvious things with the cooling system such as a new radiator cap and expansion bottle, the coolant level continued to drop ... leading us to the final diagnosis. Father time had caught up with the head gasket, and it had started to weep ever so slightly. After many phone calls and much research, the team at Rock Hard Motors in Silvan, who specialise in classic car resto, took the job on. (Rocky has many years' experience in the restoration game and is doing a great job teaching his son Antonio the trade, so our cars can live on into the future). Together we made a plan and the journey began.

Engine out, soaking, heating and a lot of patience, and six of the 10 infamous studs were removed; however, the final four would not budge. Where to next? Drilling, cutting, hanging engine, bottle jacks? The planets then aligned and enter Michael 'Kippy' Kip from the TSOA with a new tool designed to assist with head removal. Designed initially for the TR7, it also fits the Stag head (and I believe the Dolomite 1850HL). This new tool, precision built by the TSOA team, provided a simple and effective way to remove the head while evenly distributing the forces so as not to damage the heads throughout the process.

The tool is secured firmly to the head at multiple points and by applying consistent pressure onto the studs, the head lifted evenly and slowly off the studs. I'm not overly experienced in the engineering world, however two things stood out to me about the head removal tool:

1. The even and straight removal of the head to limit the chance of any damage.
2. The safety. (With enormous forces required to remove the head, this tool is firmly secured to the head so is the safest approach I have seen.)

The next step for Inga is the usual head recondition and hopefully she will be back on the road before too long. In recognition of her long service, she will be getting a few additional new parts and hopefully many more years of motoring.

A special thanks to Kippy from TSOA and to Rocky and Antonio of Rock Hard Motors. If you wish to see the head removal tool in action by Kippy and Antonio, it's published on Kippy's Wedge YouTube channel.

[https://www.youtube.com/watch?v=\\_\\_4xN4Gslqw&t=308s](https://www.youtube.com/watch?v=__4xN4Gslqw&t=308s)





## Christmas in July

*Article and inside photos by Alan Andrews,  
TCCV member #572*

*Outside photos by Dave Harden, TCCV member #983*

The day before was typically Melbourne winter. Freezing, wind chill making it even colder and rain just to add to the misery.

In amazing contrast, the next day, Sunday 5 July, was brilliant. Bright sunshine. Ninety plus percentage of clear skies. No wind. Just marvellous. Not warm enough for 'Permission Granted' to drop the Stag's soft-top, apparently.

Thirty-three members had registered to attend the Diamond Creek Hotel for our Christmas in July lunch. Unfortunately, two couples couldn't come due to health issues – speedy recovery wishes sent. On the other hand, unregistered members came along making a final group of 35.

Spread over four tables, the conversation flowed while waiting for meals. It still confuses me as to why names are not recorded when meals are ordered. Waitresses standing among the group, loudly saying what is on the plates they carry, seems a most unsatisfactory procedure, especially when meals ordered early are given to others who ordered the same later. How hard can it

be to match meals with names? Thank goodness we are a tolerant lot.

Members travelled from all points of the compass like Wyndham Vale and Narre Warren, as well as from many inner and outer-Melbourne suburbs. Some came from just down the road, a Diamond Creek road, that is.

The extensive menu offered a variety of meals. The Seniors fish and chips was popular and looked quite a large serving, as was the risotto, steak and pasta. In fact, every meal! My salmon with vegies was 'just right' – tasty, well cooked and not large. Pavlova dessert was a huge hit – made locally and topped with passionfruit and berries. The carrot cake slices were, like the main courses, huge! Great value for money. We may well return to the venue for a future event.

On a down-side, it seemed quite noisy when conversation was in full flow. It was a true test for those wearing hearing aids – but what venue isn't!

Check the Events Calendar for more events to attend. See you at as many as possible.



# Submitting a Member Profile

By TCCV Webmaster, Alan Andrews, TCCV member #572

This form supports the work of our *Trumpet* editor as there is always a need for articles. Being editor is demanding and time consuming if no help from the Club’s membership in submitting articles is forthcoming.

Member profiles were last printed many years ago, so it is time to reinstate the practice. Today’s digital *Trumpet* releases restrictions on article size. Photos can also be added. The scope today far exceeds that of yesterday’s printed *Trumpets*.

Many new members have joined over recent years, so this is an opportunity for them, as well as our ‘longer term’ members, to contribute to the *Trumpet* magazine content.

Write a story when answering relevant questions wherever possible to make reading the profile an interesting and engaging experience. Use full sentences and paragraph structures. Resist being brief as this diminishes the appeal of your Profile.

You will see a mark in the bottom right-hand side corner of most boxes. That indicates there is no restriction on how

much you can type in answering that question. If your typing fills the box and you still have more to add, clicking and keeping the mouse pressed on that corner mark allows the box to be enlarged by dragging the corner downwards. This makes all your typing visible.

Membership numbers are required as the code checks the authenticity of the author. They will not be published.

Email and phone numbers are requested only for the editor to contact you if the need arises. Neither will be published.

As an example, click this link:

<https://tccv.net/members-only/forms/exampleProfile.pdf>

Click here for YOUR membership profile form:

[https://tccv.net/members-only/forms/member\\_profile.php](https://tccv.net/members-only/forms/member_profile.php)

# Member Profile

Firstname

Surname

Membership Number, Phone Number & Email requested but will not be published

Membership Number

Phone Number

Email

## Your First Triumph Car

Q1: A Few Specifications

|        |              |                |                 |
|--------|--------------|----------------|-----------------|
| Model  | Year         | Body Colour    | Interior Colour |
| Engine | Transmission | Year Purchased | Comments        |

Q2: What attracted you to this car

Q3: What is the favourite feature of the car

Q4: What is the worst feature of the car

Q5: What Triumph cars do you own today

## Other Cars You Have Owned

Q6: Write about your first ever car

Q7: What other interesting cars have you owned

Q8: What is your all-time favourite car you have owned, and Why

Q9: If money was no object, what car would you buy, and Why

Submit My Profile



# MEMBERS' INFORMATION

By Roger McCowan, Membership Secretary,  
TCCV member #8, [membership@tccv.net](mailto:membership@tccv.net)



## Club Membership

While it is very nice to belong to a car club that offers the opportunity for car registration under the Club Permit Scheme, it is also expected that all members will do what they can to ensure that we continue to preserve the Triumph marque. (A reminder 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.

Our total membership as at 31 July stands at 263. New members who have joined since 1 June are:

- **Claude D'orazio** 2500TC Mk-II
- **Mark Judkins** Stag
- **Peter Kinsella** Stag
- **Greg Pruitt** TR6
- **Chris Simpson** Stag
- **Ralph Wales** 2000 Mk-I
- **David Werner** TR3A

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

## Club Permits

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 is encouraged as it assists members to get to know each other as well as identifies TCCV members at public events. Some members have ordered name badges for their spouses/partners and if you haven't already done so, perhaps you might also like to do this.

Please advise me if you require additional/replacement badges (\$10 each).

## TCCV Membership

**\$50.00** Annual Membership.  
**\$20.00** one-off joining fee applies from 1 July to 31 December only.  
Additional membership information, including an application form, can be downloaded from the club website.





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