

May 2018

# The Trumpet

The Triumph Car Club of Victoria Magazine



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**Life Members:**

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

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# Front Cover Photograph

On the cover this month is Nick Skinner with his Stag lovingly restored by Nick & Kaylene. Read more about our secretary in this month's Member's Profile. This is the third in our series of **Getting to know your Committee** and you can read more in Nick's member profile in this issue (pages 17-18).



## Current Advertising Rates - (11 issues published annually.)

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## Editorial

This month our member profile features a very active member of the TCCV, our current Secretary. Thanks Nick & Kaylene for all your efforts including this article.

Since the last issue the TCCV major event for the year was held in Tasmania and deserves the detailed article kindly written by Geraldine and David Glenny. Due to the size of this article and not wishing to split it over two issues some articles sent in will be used in future issues. We do keep all articles for future publication so please keep them coming in.

Last month we included a letter from Chris Sallmann in our editorial and the idea of having letters published has sparked interest from several members. In response we would like to encourage members to send "Letters to the Editor" via [editor@tccv.net](mailto:editor@tccv.net)

This we hope will allow members, without having to write a lengthy report, to express an opinion or make a suggestion for articles or events. Letters should have no personal criticism or be offensive and as always the editors will have final call on political correctness. Let the mail roll in.

We received a lot of encouraging feedback about the April Trumpet layout and this is entirely due to the efforts of our Club's Publications Graphic Designer, Roger McCowan. Roger tells us that he still wants to make "improvements" so the future is looking very colourful. Roger certainly puts a lot of work into The Trumpet behind the scenes which is why our magazine is envied by other motoring clubs.



Unfortunately Linda's Stag has not progressed much this past month as a certain Aussie Car has taken up a lot of time – Google "Aussie Racing Car Plays Target Practice" and you will see why!!!!



For those of you lucky enough to have a mobile Triumph - Enjoy,

*Linda + Roger Makin*

# COPY DEADLINE for June Trumpet

Friday 25th May

Please forward to [editor@tccv.net](mailto:editor@tccv.net) or contact Roger on 0447 762 546

## Upcoming Events!

### May 2018

**16th TCCV – General Meeting** at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm. *Deadline for entries into the 2018 TCCV Photo Challenge.*

**20th TCCV – The Significance of The Shrine Tour & Lunch.** Arrive 9.30am for 9.45 guided tour. Meet between 0930 - 0945 in the WW2 forecourt, near the Eternal Flame. The tour is FREE, but there are donation boxes if anyone wishes to contribute, it's optional. There are lifts to assist anyone to go to the Galleries and onto the Sanctuary on the 2nd floor. Parking in Birdwood Avenue, which runs between The Shrine & Botanic Gardens, is suggested. Note that all parking is metered, even on Sundays. There is no on-site parking, but there are a couple of disabled access parks opposite The Shrine. The tour will take 1 – 1.5 hours, allowing time for questions. Email Events Coordinator Peter Welten for tour and luncheon numbers. Luncheon venue to be announced. Shrine tour arranged by Neil & Helen Robinson.

### **25th-27th TCCV – 42nd Historic Winton.**

Winton Motor Raceway, Winton. Friday: the Benalla & District Classic Car & Motorbike Tour. Saturday & Sunday: two big days of non-stop historic motor racing. Convoy meeting point for Sunday 27 will be the CALTEX Truck Stop at 0730hrs at Avenal, which is approx 115 kms from the CBD. We need to leave there at 8:00am to get to Winton by 9:00am. Contact Graeme Oxley to reserve a ticket, mobile: 0413 135 779, available for collection at the May General Meeting.

**26th-27th – Meguiars Motorex.** Australia's most prestigious car show is set to ignite the Melbourne Showgrounds. Meguiar's MotorEx will fill the entire indoor and outdoor precinct with over 500 of Australia's most desirable custom, performance and collectable

automotive machinery and traders in one place. Tickets from <http://www.motorex.com.au>.

### June 2018

**3rd TCCV – New Members' Day.** SkyHigh Restaurant, 26 Observatory Road, Mount Dandenong. Arrive midday. Set "Sunday Roast" lunch. \$30pp. Email Events Coordinator Peter Welten if you will be attending. If you have special dietary requirements, please contact SkyHigh directly to discuss: 03 9751 0443.

**20th TCCV – General Meeting** at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

### July 2018

**1st TCCV – Monthly Breakfast.** Venue TBA. 9am.

**15th TCCV – President's Luncheon.** Venue: Coach & Horses Inn, 50 Station St., Clarkfield, Vic, 3430. Sixty seats have been reserved for 12.30pm. Order off the menu. Contact Peter Welten if you will be attending.

**18th TCCV – General Meeting** at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

### August 2018

**5th TCCV – Monthly Breakfast.** Venue TBA. 9am.

**15th TCCV – Annual General Meeting** at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

**Refer the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with "TCCV".**

Events Co-ordinator: Peter Welten M: 0409 511 002 or [events@tccv.net](mailto:events@tccv.net) or [peterwelten@optusnet.com.au](mailto:peterwelten@optusnet.com.au)

## Smoke Signals from the President

The trip to Tasmania is now behind us, it was a great success with many highlights and funny moments. David Glenny will be providing us with a report on the trip, so I will not steal his thunder.

I will, however, mention the value of belonging to Total Care roadside assistance. A stray object ruptured the fuel line on my TR6 before we managed to get onto the boat, and RACV Total Care had the car towed home where I swapped everything into my Holden and still made the boat in time.

David and Geraldine Glenny had some GT6 problems in Strahan, and again they were provided with great back-up service.

Overall the cars were very reliable. Fortunately Tasmania is an island, as our various convoy leaders did not always have a great sense of direction, but much fun was had practicing U turns. I must record thanks to the management and shift supervisors at the Hydro Tasmania Trevallyn Power Station and three Head Office staff from Hobart, who gave up their Easter Monday holiday to conduct a tour of the power station for us.

It is interesting how rapidly the automotive industry is changing, I wrote about this a couple of months ago. It was particularly evident in Tasmania this time. Ten years ago, the Federal Government was seemingly throwing rebates at the industry to encourage a switch to LPG for vehicle fuel. I notice that the number of outlets in Melbourne supplying LPG has been in steady decline in the last two or three years. However this change was very noticeable in Tasmania on this recent trip. I make regular trips to Tasmania, but the difficulty in finding LPG on this trip was quite remarkable. Fortunately my Holden is dual fuel, but dedicated LPG cars must be declining in value very rapidly.

I wrote last month about changing rubber hoses, particularly fuel hoses for the latest non rubber compounds. Rubber quality has declined and running older cars with current fuels and fluids can place the longevity of rubber hoses and rubber seals at some risk. Let's face it, one of the reasons that we are able to extend the life of our classics is that the quality of lubricants, and fluids generally, has improved with advances in technology. So why not replace your rubber hoses with one of the latest multi-layer Teflon, nitrile, internally braided, whatever, hoses specifically designed and constructed for the purpose. At least this means that you can concentrate on maintaining mechanical components without worrying that your often ignored "consumable" parts such as hoses might fail.

Historic Winton is on again during the last weekend in May. This event features Historic Cars, Motor bikes and sidecars and we get to see many of the favourites of old racing around the Winton track. This is not a day for our racing fraternity only – far from it. We make a social day of the event, with a barbeque and much chatter on a range of world-wide issues. There are excellent vantage points for those who wish to watch some racing, but a wander through the large display of classic cars, and the trade displays, is equally enjoyable. I hope to see you there. Contact our Events Co-ordinators if you want more information.

Cheers for now

*Terry*







# 2018 Great Macedon Grand Tour

*Was this to be a Car Tour or a Food Festival?*

The 15th Great Macedon Grand Tour covered some spectacular countryside running from the beautiful Mt Macedon and the Great Dividing Range country villages, colonial era gold mining towns and plenty of rolling pastoral farmland. This year's Grand tour was held on 7th April a week later than usual due to Easter falling over the last day of day light saving. This year it was Barry Hillsley's turn to drive his Rover P6B and I was to be navigator. It was up early as we had to be at the start in Gisborne by 7.30 am to enjoy the cooked brekky. All up there were 10 Triumphs ranging from TR5, TR6's, Sprint, Stags, and a couple of TR3A's. Eleven Members from the TCCV participated in the Rally.

This year's featured car was "The Australian built Holden" of which fourteen participated plus Eddy and June's Vauxhall Viva.

At registration we received our show bags with the usual Rally number plate, coffee cups, tea towel, hats and instructions.

## Stage 1

Rally cars started arriving around 7.15 am. First up it was a huge cooked brekky in the Gisborne Bowls Club. It was a brekky fit for a rally driver and navigator.

At 9 am the first of the Holden's were flagged off on their journey to Riddells Creek for morning tea. This leg was 53.8 miles (86.5 kms). It was a very picturesque drive up over Mt Macedon. We went through towns like Newham and Lancefield. Morning tea was held in the Primary School. Lots of food and also some healthy stuff. This was a good opportunity to have a look at the Rally cars. This year there were quite a few dressed up in period costumes for the era of their cars.



## 2018 Great Macedon Grand Tour

One couple Brian and Amanda Wilson in a very nice Sprint, were dressed up a bit like Dr Eddleston and Lady Gaga. The Riddells Creek Mixed Basket Ball Association provided morning tea. Rafaels Coffee supplied coffee and hot chocolate

### Stage 2

After eating too many scones with jam and cream it was off to Malmsbury for lunch. This leg was 54.6 miles (87.9 km). This journey took us through places like Woodend, and Tylden. Once again we drove through some magnificent country and past a huge dam and eventually wound our way down into Malmsbury. Here Lunch was provided by the Malmsbury CFA in the iconic Town Hall that is situated next to the Botanical Gardens which are well worth a wander through. The Motor Bean Coffee café is also well worth a visit, Motorbikes and classic vehicles are featured inside and you sit among them! It was a very relaxing lunch under the shade of the huge trees watching the wild life on the lake. Here you can walk along the old railway track to the viaduct built in 1859 using thousands of labourers, to carry the Bendigo line over the Coliban River. This is one of Victoria's largest 19th century engineering structures, the bridge section consists of 5 arched spans reaching 152 metres from end to end.

### Stage 3

Stage 3 was a long stage of 69.5 miles (111.6 km) we elected to do the alternate shorter route of 44.5 miles. The weather was turning out quite warm. The longer route took you through Metcalfe, Mia Mia, Redesdale, Glenhope, Pipers Creek and Carlsruhe and onto Hanging Rock. Afternoon tea was provided by the Woodend RSL that formed in 1918 and once again Rafaels Coffee provided the liquid refreshments. A large under cover area was provided at Hanging Rock, again the



food was plentiful and enjoyable: Scones, jam and cream were the favourites.

## 2018 Great Macedon Grand Tour

### Stage 4

This stage was a short 16.9 miles (27.2 km) that left at 5 pm and wound its way through Woodend, Tylden and into the Kyneton Town Hall where the evening meal was held. Kyneton was proclaimed a town in 1848 and became a centre of law and administration. In the 1850's Kyneton was a major coach stop and developed rapidly as a supply centre for the goldfields.

Once again it was another fantastic day of driving in the country. If you haven't heard of some of these towns come on the 2019 Great Macedon Rally. It is a wonderful experience. The cars are fantastic as are the entrants and organisers.

There are many sponsors and a big thank you goes out to them as their help makes this rally a fantastic event. Once again the organisers did a wonderful job.

If you haven't heard of these towns come along to next year's event. You won't go hungry.

***"There is nothing like a drive in the country"***

*Graeme*







# 2018 TCCV Tasmanian Tour

*Targa Tasmania Triumph Style – scenery, mechanical failures but good fellowship*

APR/ 7/2018

## 30th March to 10th April 2018

Planning for the trip was a long process, our dedicated committee worked hard to put an exceptional program together to entice would-be travellers. Many emails went around about preparation of cars, and the necessary spares that were a must for each driver in case of an emergency.

On Good Friday we all met at Station Pier in readiness to board the Spirit of Tasmania, there were 10 Triumphs, 4 Sunbeams and 3 other cars. Boarding was delayed by one and a half hours; we found our esteemed President under his car with a number of others looking on to provide advice. Terry found his fuel pump line was leaking and decided he would go home and change his beautiful TR6 for an old Holden Station Wagon, RACV Total Care provided a flatbed

truck to take Terry's TR6 home. As we were not going to be on board for dinnertime, most of us enjoyed a tasty meal of fish and chips at a very busy eatery by the pier. The boarding process was a long and tedious affair, guess who went missing when the boarding process started in earnest, a nameless GT6 driver required a comfort stop. After much concern its driver returned, luckily the cars had only moved a few metres. Finally on board we all found our cabins, and then drifted to the lounge for a drink and review of the day's events.

Saturday we were all up early, the ship arrived at Devonport pier at 7.30 am. It was a beautiful morning, the sun was shining to welcome us to the Apple Isle. It was not long before we were all lined up ready to travel to Elizabeth Town, where we all enjoyed



## 2018 TCCV Tasmanian Tour

a good healthy breakfast at the Christmas Hill Raspberry Farm. I could not resist the French toast with fresh raspberries. Some of us decided to walk around the lake and admire the magnificent views of the farm and surrounding area, we were rewarded with the sighting of small wallabies playing under the bushes.

Well fed, the convoy of cars made its way to Deloraine, a beautiful spot to take in the magnificent views of the Cradle Mountain range. Deloraine is a delightful riverside town with a historic streetscape lined with Georgian and Victorian buildings with its many galleries, craft and antique stores. The trees 'wearing' their autumn colours made for a charming morning stroll. We enjoyed the sculptures at each street corner and explored the art shops to see what they had to offer. When we left Deloraine a number of cars headed towards Westbury to Steam World while others tried

to make their way to Longford; unfortunately, we were now split up into disparate groups of cars, and to add insult to injury we were stopped at a police road block, road closed due to an accident. We seemed to be making repetitive U-turns.

We eventually arrived at Longford and enjoyed an interesting tour of the World Heritage listed site of Brickendon with its detailed history of the Australian penal convict system. As well as being stepped in history we befriended the farm's animals, the huge pig was a star attraction whilst the horses seemed well fed and spoiled by some of the ladies. Most of us stopped at cafes in Longford for lunch before heading off towards Grindelwald with its Swiss Village and the Tamar Valley Resort. The welcome dinner, at the TVR, was enjoyed by all, we were joined by Tarni Reynolds and her husband from the Tasmania Triumph Car Club. Before retiring

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## 2018 TCCV Tasmanian Tour

we were all warned that daylight saving would end tomorrow, yes we all could have an extra hour of sleep!

Sunday-1st April-all Fool's Day-Easter Sunday-end of daylight saving. Guess who should come and visit us at breakfast time but a cuddly pink Easter Bunny, aka Suzanne Clark bearing chocolate Easter eggs for all. After breakfast, we left with 17 cars in convoy for Georgetown. A short distance along the road at Exeter we all stopped at a Service Station then onwards we drove at times under threatening skies. A minor stop while a Stag suffered a fuel problem, all was fixed very quickly. After a short stop at Georgetown we drove on to Low Head. Here we were all treated to Easter buns, which Susan, Anne and I had received the day before courtesy of the Longford Bakery. The sun came out for brief periods while we explored the area around the lighthouse, we found the penguin's nests but no chicks. Then a fast drive to Scottsdale for lunch at the Art Museum Café. Shirley, mine host, arranged a delicious lunch of hot soup with homemade bread and cold smorgasbord platters. For our return home we had the option of following the winding hilly Targa Tasmania road or the picturesque meandering curves through Lilydale. Most of us met up at the Cataract Gorge, some took the chairlift up to view the gorge from above, while others chose the walking tour, eventually crossing a very swinging suspension bridge. The evening was free. A few of the group had their evening meal in the restaurant while some were satisfied with a light meal in their rooms.

Monday morning was unusually light (daylight saving), the sun was out, boding well for a good day. The convoy of cars made their way south towards Launceston stopping at Lake Trevallyn, a number of us walked down the steep incline to the lake. Here we



saw a photographer busy taking some very interesting photographs of a female model dressed in a white shift sitting on a chair in the cold water. The model then reclined languorously allowing her wet hair and transparent dress to float in the water. A stunning scene. From here we had a short drive to the Trevallyn Hydroelectric Power Station where we had an informative tour. It was fascinating to hear how the operational procedures had changed over the years, and how electronics are replacing humans. Thanks to Terry Roche for arranging this tour through his sister who works for Hydro Tasmania.

We then drove to Sheffield for a very late lunch followed by a look around. David and I visited the International Mural Fest, artists from all over the world enter a competition in which nine artists are chosen to paint a mural entitled 'Our Wonderful World'. The artists had a week to produce their masterpieces, a very interesting and popular concept which is held every year. There followed a fast trip on the open Highway until we turned off the main road heading for Cradle Mountain Range. Here we were rewarded with steep, narrow, winding roads together with beautiful scenery mainly with a backdrop of Cradle Mountain. The weather was unpredictable with periods of sunshine and intermittent fine rain. As a passenger it was quite nerve racking. The accommodation at Cradle Mountain Resort (CMR) is certainly to be recommended, the cottages are roomy with

## 2018 TCCV Tasmanian Tour

good facilities, the best thing was the warm and welcoming imitation log fires fed by gas, already alight and heating when we entered the room, very cosy. After dinner a number of the group took a bus tour to see the animals by night, by all accounts it was a great experience, albeit in drizzly conditions.

On Tuesday we woke to a very misty morning after a wet night. It was a little disconcerting as we had a free morning to explore Cradle Mountain National Park. However, it was not long before the sun shone through, what a fabulous sight, the sun glistening on the wet foliage, most people took at least one of the short rainforest walks around the resort. The most popular were the Enchanted Walk, which was easy with boardwalk all the way around the grounds of the resort.

The more energetic walk was the King Billy one featuring a striking section of rainforest with its majestic lofty King Billy pines. The thick forest, damp and covered with moss, was breathtaking. We climbed high into the mountain where the tallest and largest of the pines grew, the trees that had fallen to ground were covered with lush green moss, and fungi, the most impressive was the red jelly like flower glistening in the sun.

Our next destination was Strahan, we drove through picturesque forest and windswept moors, with mountain peaks towering above the road. We still had rain and mist but with brilliant sunshine. A stop over for lunch at the small mining town of Rosebery was interesting. Further on we stopped at Zeehan another small mining town, in its hey-day one





of the largest towns in Tasmania, now it has a number of relics, such as the Gaiety Theatre and the Heritage Centre featuring some old steam engines.

Our accommodation at Strahan was high on a hill overlooking the Harbour, what a magnificent view. We ventured out to look around and find some petrol. As we returned up the hill to the hotel, 'a problem', the GT6 would not go into gear. Eventually the car was left at the local garage for a diagnosis and hopefully a repair. Lindsay's Stag was already there, having had its brakes bled; now working A-OK. He kindly offered us a lift back to our hilltop home. We rang the RACV Total Care requesting advice. They were most helpful; they would provide a hire car and take the GT6 back to Devonport, and ship it to the Mainland. (We had already paid for the return ticket.) The RACV took the details of the local garage so they could contact them to see what assistance was required. We were not the only travellers with a car problem. Peter our leader had an injector problem in

the 2500PI, and was awaiting replacements from Melbourne. All to no avail, he would have to wait until we arrived in Hobart where he knew of a reputable source and the problem was solved.

When we woke on Wednesday morning the mist was thick again, we could hardly see the water's edge. A very early start, we were required to be at the West Coast Wilderness Railway Station by 8:00am, Terry Roche drove us to the station. We were early, it was interesting to watch staff make the preparations for our trip, a quick look around the gift shop and then boarding began. The journey commenced with a glass of champagne, with the promise of good food during the trip. We were now off on a very unique experience of Tasmania Heritage: the romance of the steam locomotive winding its way through the majestic rainforest, a taste of the late 1800's and its hardships, and how the men, women and children survived, and endured, whilst they built the railway line along the Gordon river. At the stops we were able to meander through the rainforest. A most enjoyable and entertaining four hours. During the free afternoon we found out that the GT6 was not repairable in Strahan, we would have to put our trust in the RACV/T and their rescue plan. As a hire car was not available in Strahan we had to hitch a ride in Terry's Holden to get to Hobart, a very generous offer. Relieved we had a quick drink and went for a brisk walk before meeting the others at the local pub for dinner.

It had rained during the night and everything was very wet on Thursday, not very inviting. We had to be at the Gordon Boat Cruise office by 8:00am a short walk down a steep incline and some steps would get us there. The boat was huge it had a capacity for 212 passengers. We all had window seats, which were very comfortable. The rain began to ease as we



*On the West Coast Railway*

## 2018 TCCV Tasmanian Tour

left, we could see the scenery outside. There were plenty of opportunities to get a better view on the forward deck, if you were brave enough to face the wind, cold and rain. The waters were calm and the ride was smooth. We spotted seals frolicking in the water, and then passed the dam wall that was built to stop the erosion on the banks. We sailed through Hell's Gate and saw its lighthouse on a small island. As the sun came out the hills and forest of Macquarie Harbour became ethereal with the mist rising from the trees. We passed the fish farms, where some of the best trout and salmon are farmed. On the slow trip up the Gordon River we spotted old gnarled Huon Pines. The short walk through the heritage rainforest was most enjoyable, on returning to the boat we were served an excellent smorgasbord lunch, the smoked

salmon was superb. We then stopped at Sarah Island where we were entertained by a local, 'Xavier', who told us the history of the Island in a dramatised and entertaining way. Just as we were returning to the boat the rain became heavy and a number of us got quite wet. Back at Strahan some went to see the Huon Pine master craftsmen at work creating beautiful Huon Pine products in their workshop.

Friday was the longest stretch so far of the tour, David and I were ensconced with Terry and Jan Roche in their Holden as we bid the GT6 farewell at the local service station. Travelling along more winding hilly roads with magnificent forest on either side of the road we came upon Queenstown, a town with a long history of mining. When the



mountainous area was explored, alluvial gold was discovered and the Mount Lyell Gold Mining was formed in 1881, many smelting works, brickworks and sawmills sprang up. Remnants of the old mine were still visible, with mine heads rising high above the bare ground. The area was finely wooded but the mining works destroyed the area to become a moonscape. Restoration work is now underway, some improvements were visible. A steep climb out of the township brought us to the beginning of a walkway wrapped around the mountain, leading to the beautiful Horsetail Falls but we did not have time to stop. On we went, the road became less winding, but just as beautiful. At Derwent Bridge, we stopped at the Wall in the Wilderness. An ambitious and unique artwork, with 100 hand sculpted timber panels, telling the story of the values and philosophies, which are at risk: a magnificent piece of work by Greg Duncan. We enjoyed lunch, before heading for Norfolk for afternoon tea. Again the landscape changed, we passed a number of small lakes, and saw numerous electrical sub-stations. The thickly planted plantation forests featured many straight tall pine trees, many cleared sections with 'mountains' of waste timber were scattered through the area. On the way we passed through many small townships until we reached the freeway leading into Hobart. It was slow travelling through the peak hour traffic after the quiet of the countryside, it was good to reach Wrest Point and relax before a huge dinner in the Casino Buffet Restaurant. Unfortunately Terry, our 'hired driver' was not feeling well and spent most of the night in the Emergency ward of a Hobart Hospital. The doctors did not commit to a prognosis, but suggested he stay close to medical help. He and Jan spent most of the rest of trip with his mum and sister in Hobart.

Saturday morning the sunrise was superb, the view of the Tasman Bridge was magnificent in the dawn light and as the sun rose it produced exquisite hues of colour on the river and sky. Today was the day that our magnificent cars would be displayed in Parliament House Gardens, by all accounts the cars looked splendid on the lawns. Most people spent their day visiting the Salamanca Markets or exploring Hobart Town. David and I went to the airport to collect a hire-car that the RACV arranged as part of our Total Care Membership. As we did not have a classic car we chose to visit Mona, the Museum of Old and New Art Gallery, something we had been wanting to do for a long time. We found it fascinating and could have spent many more hours there. We would recommend it to everyone. At three o'clock we were all ready to board the bus to take us into Hobart to visit the Mawson's Replica Hut and Museum of Australian Antarctic History at Constitution Dock. The replica stands on the water front wharf from where Douglas Mawson a geologist took a team of 18 men, sailing south on the SY Aurora, to the Antarctic. These men spent two winters living and working in the world's windiest place, experiencing katabatic winds making it difficult to work at times. A very interesting tale, Mawson was the only survivor. We all then enjoyed an excellent fish dinner at the Mures Lower Deck Restaurant, we were joined by Martin and Daphne Osborn from the Triumph Car Club of Tasmania.

As we were preparing to leave for Port Arthur on Sunday morning, via Mt Wellington, it started to rain, another change of plan was called for. Most of the group drove to the lookout at Mt Nelson, it was disappointing that the rain persisted. There followed a picturesque drive to Port Arthur through undulating hills, forests, and along the water's edge with an array of boats bobbing up and down in the water. To add to this the roads



## 2018 TCCV Tasmanian Tour

were narrow, hilly and winding. It sometimes became annoying when there were no overtaking spots. We just had to sit back and enjoy the wonderful scenery. We stopped for coffee at Dunalley and then drove on to the Port Arthur Motel, the only motel in Tasmania within a historic site. As we arrived little groups formed and sat outside on their verandas where we had lunch. We watched an echidna wandering by and enjoyed the extra green surroundings. We then walked through the historic site and explored many of the historic buildings set in the sweeping landscape gardens. Port Arthur is one of Australia's most important heritage destinations, it was named after George Arthur, the Lieutenant Governor of Van Diemen's Land. The settlement started as a timber station in 1830, but it is best known for being a penal colony; a place of hardship and punishment. That night an excellent farewell dinner was held in the Motel restaurant, in his summary of the week's activities, including trials and tribulations, Peter awarded a number of accolades to the rally participants.

Monday dawned, our last day in Tasmania and we were headed to Devonport some 350 kms away. Richmond was the stopover for morning tea, and Ross was lunch stop. David and I followed our GPS and realised we were travelling the shortest route but not the quickest. We drove through undulating hills lined with bushland and mountainous fertile land, an exciting drive. After lunch some cars diverted to Deloraine to purchase items they had seen on our earlier stop. We drove directly to Devonport and tried to find the GT6. It had not arrived?! Our hearts sank. David rang the Strahan Garage and located the GT6 in a petrol station near to the port. After some judicious gear stick 'wrangling' David managed to get the car into 2nd gear, enough traction to drive the car onto the Spirit of Tasmania and drive it off at the other end. Safely on the boat we all enjoyed drinks and dinner in the bar on

board. The sea was rough during the night, but was quite smooth when we arrived at Port Melbourne at 6:30am. David and I had to wait for over two hours for a tilt truck to pick us up. The car is now home, gear stick and selector arms removed and spare parts ordered from Rimmers.

Other car problems along the way were Terry's red Stag which had electrical problems, but made it back to Melbourne. Roland and Bethel's Sunbeam had windscreen wiper failure. However, not to be daunted, Roland tied string to both top and bottom of the wipers which led to the passenger's seat in readiness for Bethel to operate the windscreen wipers by hand.

Overall, the Tasmania West Coast Tour was a wonderful experience, it was well planned with many diverse activities, interesting, challenging and entertaining. We learnt a great deal about the convict system in Tasmania. The accommodation was superb. The tour was well worthwhile. The only problem was when timings were changed from the booklet times, not everyone got the message.

Our thanks to Peter, Mal and Allan for their tremendous effort in putting the Rally on the road. Thank you to Terry and Jan for providing us with a lift from Strahan to Hobart, and finally thanks all our fellow travellers for keeping us company and making the trip a successful and memorable one.

*Geraldine & David Glenny*



**GT6 arrives home**



## Member Profile – Secretary Nick Skinner

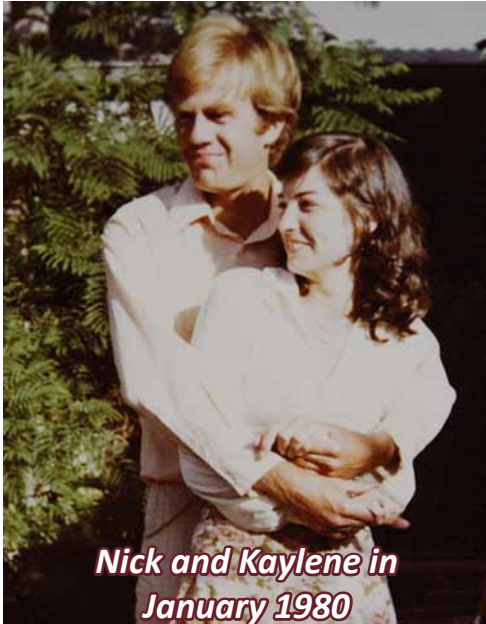
This is my Triumph story – apologies to the people who have heard it all before. It all started in 1980, when I went off to look for a manual, white, 4 cylinder Japanese station wagon to replace my Morris. My mates both had Datsun wagons. One had a 180B and the flash one a modern 200B. Compared to the Morris they were very swish. My Mum and Dad offered to drive me from Williamstown to Yarra Glen to look at a likely car I found after scouring the Saturday Age. There was a bit of a concern with the amount of water coming out of the exhaust so we left the car there. Returning (no Ring Road in those days) we drove through Ringwood. There were several big car yards in Maroondah Hwy just past Springvale Road and we decided to stop just on the off chance. I went off to look at the Japanese cars and Dad wandered off. I found nothing, but Dad called me over to what he had found. A 1977 Automatic Triumph 2500TC Bamboo coloured sedan. Immediately it was exactly the car I wanted!

The car was more expensive than I wanted to pay – my memory was it cost as much as a new Corolla, or  $\frac{3}{4}$  of the cost of a basic Kingswood. I was still only an apprentice but I left the car yard after leaving a deposit and ready to return the following Friday to pick it up.

I had started taking Kaylene out in the Morris, but we were about to upgrade! We loved that car and had many trips and adventures in it. The car stayed with us for 7 years or so until we were expecting our first child. We thought an upgrade to a car with air conditioning was required as Kaylene was going to be pregnant over summer.

Fast forward 15 years or so and we decided we wanted a project to muck about with together. I suggested a classic car and Kaylene readily agreed – but which one? We set off and visited a car yard in South Melbourne to see what was about, and Shannon's in Moorabbin. We looked at an MG B – lovely

## Member Profile – Secretary Nick Skinner



***Nick and Kaylene in  
January 1980***

but very low. A Jaguar XJS, glorious but far too big. We weren't getting too far, one car at a time. Clearly it wasn't going to be a Yank Tank. I wouldn't consider a Ford or Holden. Japanese cars were classics. Then I noticed the British and European Show was on at Flemington. We had never been to the show before but it sounded like just the ticket. We now all know how excellent the show is, and for us it was the perfect showcase of all the prospective cars. Several laps of the show and our decision was made. A Triumph Stag



***The trusty Triumph after a trip  
to Harrierville in 1981***

– reliving our early days – but with a bit more of a sporting flair! As it happened we knew of a Stag not 500m from our house that hadn't moved for years. It was ours later that day!

Kaylene and I joined the TCCV almost immediately. It took us 3 years to do up the car, I did all the greasy stuff and Kaylene did all of the interior and trim. We both enjoyed the various tasks. We enjoy the Stag, but both agree the best part of the car is that because of it we are members of the car club. We love the outings, we love the things we have seen, the places we have been – and importantly the friends we have made along the way.

During my ~15 years membership, I have been a committee member for 1 year, Treasurer for 4 years, President for 2 years, and now the secretary – which is why you are reading this article – thanks Roger for the initiative!



***The Stag at The Warmies at Newport***



## Members' Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 20).

### New Members

None during the past month.

### Club Membership

As at 1st May our club membership remains at 240.

Membership renewal is due at the 1st July and notices will be sent out during May. Please renew your membership promptly.

Please contact me should you have any queries regarding your membership or renewal subscription. Please also remember to advise of any changes to your personal or vehicle details.

A reminder that a Club Permit registration will not be issued if you have not accrued the necessary Club Points or are not a financial member.

### Name Badges

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

Name badges are issued to the primary member as part of your joining fees. Partner's badges (or replacements for lost badges) can be ordered at the cost of \$10. Please advise me if you require additional / replacement badges.

*Neil Robinson*

Membership Secretary  
membership@tccv.net

## Triumphs on the Web

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

### **Georgia Triumph Association**

[www.gatriumph.com](http://www.gatriumph.com)

Note TCCV members ONLY have privileged access to the GTA magazine via [www.gatriumph.com/newsletter.htm](http://www.gatriumph.com/newsletter.htm)

### **The Triumph Home Page**

[www.team.net/www/triumph](http://www.team.net/www/triumph)

### **TR Register New Zealand**

[www.trregister.co.nz/](http://www.trregister.co.nz/)

### **The Dolomite Homepage**

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

### **Greg Tunstall Mechanical - Queensland**

[www.gregtunstallmechanical.com.au](http://www.gregtunstallmechanical.com.au)

### **Lucas MK1 and MK2 fuel/petrol injection**

[www.lucasinjection.com/](http://www.lucasinjection.com/)

### **Triumph Sports Six Club UK**

[www.tssc.org.uk](http://www.tssc.org.uk)

## Event Photos

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

Information about PhotoBucket is available in the 'Photo Gallery' section of the website. Email Photomaster at [photos@tccv.net](mailto:photos@tccv.net) if you have any queries with the process.

## TCCV Membership

Annual membership is

\$60 (City) \$55 (Country – outside 80km radius of Melbourne GPO).

A \$5 membership fee discount is applied for ALL members who elect *eTrumpet* in a preference to a hard copy of the club magazine. Additional membership information, including an application form, can be downloaded from the club website.

## Club Contacts

### Committee

<b>President</b>	Terry Roche	president@tccv.net	M: 0404 391 511
<b>Vice-President</b>	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
<b>Secretary</b>	Nick Skinner	secretary@tccv.net	M: 0419 322 441
<b>Treasurer</b>	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
<b>Committee Member</b>	Brian Churchill	committee1@tccv.net	M: 0488 168 246
<b>Committee Member</b>	Shane Houghton	committee2@tccv.net	M: 0412 364 925

### Volunteer Positions

<b>AOMC Delegates</b>	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
<b>Regalia Officers</b>	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
<b>Club Permit Secretary</b>	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
<b>Club Permit Officers</b>	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Nick Skinner		M: 0419 322 441
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
<b>Collation Co-ordinator</b>	Ann Welten	collation@tccv.net	M: 0407 885 983
<b>Events Co-ordinator</b>	Peter Welten	events@tccv.net	M: 0409 511 002
<b>Triumph Trading</b>	John and Fay Seeley	trading@tccv.net	T: 03 9359 2415
<b>Membership Secretary</b>	Neil Robinson	membership@tccv.net	M: 0418 522 716
<b>Tool Librarian</b>	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
<b>Book Librarian</b>	David McLean	booklibrarian@tccv.net	M: 0425 465 336
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<b>Editor</b>	Roger and Linda Makin	editor@tccv.net	M: 0447 762 546
<b>Publications Graphic Designer</b>	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

### Car Captains

Refer our website for Club Captain contact details

<b>TR2, TR3, TR3A</b>	Keith Brown	<b>TR4 &amp; 5</b>	Chris Sallmann
<b>TR6</b>	Terry Roche, Chris Sallmann	<b>TR7</b>	Fay and John Seeley
<b>Dolomite</b>	Colin Jenkins, Peter Welten	<b>Spitfire</b>	Mike Stokes
<b>Stag</b>	Graeme Oxley, Jim Ostergaard	<b>GT6/ Herald/Vitesse</b>	David Glenny, Alan Andrews
<b>Mayflower</b>	Roger McCowan	<b>2000 &amp; 2500 Saloon</b>	Chris Burgess, Lindsay Gibson

### Collation

If you would like to help with collation, please let me know and I will ring you as a reminder a day or two before collation, which is usually on the Tuesday of the week prior to the monthly general meeting. Members who come along to assist can earn Clubman points and get their magazines earlier than anyone else!

Give me a call on 0407 885 983 if you think you could help occasionally.

*Ann Welten – Collation Co-Ordinator*

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# Monthly General Meetings

General Meetings are held monthly on the third Wednesday of the month, except for the month of December and the month in which an AGM is held. The standard agenda for the General Meetings is:

- Welcome address
- Apologies, Minutes & Secretary's Report
- Editor's Report
- Membership Secretary's Report
- Triumph Trading Report
- Any other business
- Guest Speaker / Special Presentations
- Treasurer's Report
- Event Co-ordinator's Report
- Library, Tools & Regalia Report
- AOMC Report

The order of the agenda is subject to alteration on the night by the chairman. Extra agenda items should be notified to the attention of the Secretary via email to [secretary@tccv.net](mailto:secretary@tccv.net)

The minutes of monthly general meetings are available for reference in the Members Only section of the website. A few hard copies of the prior month's minutes will be available at each monthly meeting for reference. Please email any feedback to the Secretary at [secretary@tccv.net](mailto:secretary@tccv.net).





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