

December 2018

The Trumpet

The Triumph Car Club of Victoria Magazine



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This magazine is published monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles should reach the editor by the date announced on page 6.

Life Members:

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

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Past copies of Trumpet are available in the Members' section of the Club website www.tccv.net. The webmaster can provide the necessary password to access this reserved area.

For the Preservation of the Triumph Marque

Front Cover Photograph

This month cover features Laurie Ellul's 1975 Stag, recently purchased from Western Australia and just undergone an interior fit out including LED lights.



Current Advertising Rates - (11 issues published annually.)

- Colour advertising - \$500 full page, \$250 half page
- All advertisers to provide advertisements (specifications can be supplied.)

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Please note: The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

Well here we are racing to the end of another year.

Looking forward to the Club Christmas party although we do not have a roadworthy Triumph to go in yet. Lots of progress made though and the end of restoration is in sight, on the far horizon but within sight!

Thanks to everyone who has written articles, it makes our job easier and the magazine more interesting. If you go on an outing with the club and have a good time, tell us about it to encourage others to come to the next one. Set your camera to high-resolution mode and take some pictures to go with your articles.

The last cover caused some discussion with complaints about appropriateness and then complaints about political correctness. That photo was on the cover because it won a prize in the Photo Competition judged on photogenic quality only (even the two editors had a discussion!)

Just a reminder that The Trumpet is not produced in January so the next issue will be the February 2019 edition.

We wish everyone a Merry Christmas and a Happy New year.

Safe Triumphing

Linda & Roger



COPY DEADLINE for February Trumpet

Friday 1st February

Please forward to editor@tccv.net or contact Roger on 0447 762 546

Some Uplifting Advice

If you are looking for a good scissor jack which operates well and gets low enough to get under a Triumph, try looking out for a Porsche jack. They are available from Porsche wreckers or on eBay. They are made primarily of aluminium, so are light and strong. An option is aPorschaPart in Mordialloc on 03 9587 5260. They are more expensive than the average car parts supplier type but they are better.

David Ferguson

Editors Note: Good advice David, found one on eBay for \$57 but do not get a Cayenne or Macan jack as these are steel.

Upcoming Events!

December 2018

9th TCCV - Christmas Lunch. Venue: Anne and Lindsay Gibson's, 370 Tucks Rd Shoreham. 12 noon. Let Events Coordinator Peter Welten know if you are going for catering purposes.

January 2019

1st TCCV - Paradise Hotel Lunch. 12noon.

16th TCCV - BBQ and General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena. BBQ at 7:00pm; bring chairs, tables, drinks.

20th - Eastlink Great Australian Rally. Read the [EGAR newsletter](#) for the event details. TCCV plans for the day TBA.

February 2019

3rd TCCV - Terry Dowel Museum (with the TR Register). Museum address: 30 Buchanan Rd Guys Hill (Beaconsfield). [Click here for details.](#)

10th - Worldwide "Drive Your Triumph Day". Lunch at Flowerdale Hotel. Further details TBA.

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

24th - British & European Car Show. Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775. [Click here for flyer.](#)

March 2019

3rd TCCV – Monthly Breakfast. 9:00am. Venue TBA.

9th - 11th TCCV – Hamilton Tour. 20 rooms at the Bandicoot Motor Inn,

Hamilton (03 5572 1688) booked for this tour. Proposed run to Halls Gap and surrounding areas on the Sunday, returning for a BBQ tea at Hamilton Car Club clubrooms. More details TBA.

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

23rd - All American Day. Venue Akoonah Park, 3 Cardinia St, Berwick VIC 3806. [Click here for the flyer.](#)

31st – All Aussie Day. Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

April 2019

7th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

17th TCCV – General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

May 2019

5th TCCV – Monthly Breakfast. 9:00am. Venue TBA.

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

19th National Motoring Heritage Day. Venue Yarra Glen Racecourse, Armstrong grove, Yarra Glen Vic 3775.

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 or peterwelten@optusnet.com.au

Smoke Signals from the President

Firstly, the centenary of the Armistice was recently celebrated by many people and organisations, in many different ways. Many if not most members are likely to have either served in past conflicts, or have relatives or friends that have served or been involved, with some having links back to World War 1. On behalf of us all, Lest We Forget.

Spring is always a very busy time for us with many club events, and this year has been no different. Thanks to Graeme, Peter, Mal, Helen and Neil for organising a variety of activities and events. After attending most of these events it is almost a relief to reach the end of Spring for a break. With Christmas only three weeks away, there is usually a scramble to get all of our personal Christmas/New Year plans in place.

Last Monday 26 November was the last AOMC delegates meeting for 2018, and I am pleased to advise that both Peter Welten and Colin Jenkins were again elected to the AOMC Committee. Our membership of AOMC and representation on the Committee is very worthwhile, as the AOMC provides us with a voice with Government agencies on issues important to the Classic car movement. Some examples include likely changes to the Club Permit Scheme, and the impact on those seeking to import classic cars of the tightening of testing for asbestos, and the impact of the luxury car tax.

Occasionally some “non headline” issues arise to surprise us. Many of us have the common variety powder based fire extinguisher in our cars. Fortunately we have very few incidents where they are needed, but they do happen. A senior representative from the CFA, speaking at the AOMC meeting, responded to a question by advising that the CFA discard and replace such fire extinguishers after six years. Partially used extinguishers are always discarded without delay. Apparently, the likelihood of extinguishers failing after this time increases fairly significantly. Not always of course, but the CFA has adopted that standard procedure based on their experience. Remember that the extinguisher has probably been on the shelf in the store for quite a while prior to your purchasing it.

An interesting tip is that as the fine powder tends to settle in the bottle, it can tend to clump or harden, so when you need it, you might get lots of propellant and not much powder. The tip is to shake the extinguisher every so often. If you cannot feel the powder moving freely in the extinguisher, invert it and tap it a few times with a rubber mallet. I thought that if the little pressure gauge is in the green area, all is well. Not necessarily so.

Jan and I would like to wish you an enjoyable and safe festive season. Many of us celebrate the period in different ways, but there is a common theme of remembering what life is all about.

We have a few members who are not enjoying the best of health so here's to wishing them a better time in 2019.

Cheers.

Terry

Melbourne Cup Parade

Four years of Stags...And Counting!

5th November 2018

The race has been run and won. Once again the Triumph Stag for the fourth year in a row was chosen as the choice of vehicle to transport the Jockeys and Trainers in the Melbourne Cup Parade.

All participants spent the Sunday before the Parade preparing their cars for the following day. The weather forecast looked bleak. Sure enough when we woke up at 6 am it was pouring rain. We had to leave around 8 am as Annette and I were to meet up with Romeo Macolino and David Samays from South Australia at the Werribee RSL. Jeff and Pam Garfield with John Powell from Cobram joined us for the drive to the Queen Vic Market.

The rain had stopped and we picked the dry spots in the road on our way into Melbourne. By the time we got there 17 Stags were already there. This year the drivers needed a medical certificate and the Stags were required to undergo a safety check. Three Stags failed because their horns didn't work. One got fixed and the other two were allowed to proceed. We were issued with our black LEXUS T-Shirts and caps. A driver's briefing was held.

This year Mal and Ros Lewis came over from Tassie and another SA Stag owned by Peter Francis was also part of the parade. It was a wonderful effort from the

Melbourne Cup Parade



ones from Tassie and SA. Unfortunately Stuie Price in his spotless yellow Stag missed out as he was a reserve. If we get the parade next year, Stuie's car will get a spot. It wasn't long and we headed off to Bourke Street where we formed

up before entering the Mall area. Soon all 29 Stags entered the Mall area where Jockeys, trainers and owners soon boarded the cars. The rule this year was only two people per car sitting on the back, this was supposed to be strictly enforced, but it didn't happen.

The weather turned out to be very warm. A far cry from what happened earlier in the morning. The lineup of Stags looked magnificent, the parade went smoothly and our passengers disembarked from the cars at Federation Square.

Opposite the Art Centre a team of people took the umbrellas, cardboard and Fire Extinguishers from the cars. We crossed the road and waited for the Triumph Ladies to arrive. Once they arrived we went in convoy to Mooney Valley Legends Bistro for lunch, 30 people enjoyed a nice lunch and some cold drinks.

All up it was a very successful day and all the Stags triumphed. The Stag is the perfect car for this parade and with any luck we may get it again next year. A big thankyou also to Jenny Costalunga for organising the lunch and thanks to Laurie Grogan for taking over driving duties for Nick Costalunga when he felt ill. A big effort from Mal and Ros Lewis from Tasmania and Romeo Macolino, David Samways and Peter Francis from South Australia.

Thanks to all the drivers who volunteered to prepare their Stags to a high standard and take part in this glorious parade including our Vice President, Andrew Richards for taking the day off work. Many thanks for a job well done to Deb Stuckey from Peter Jones Special Events for coordinating the parade. Until next year when hopefully the Stag will be the choice of Champions once again.



Graeme Oxley

Notice from the AOMC

VicRoads is introducing a new number range for club permit number plates.

The current series of plates for club permit holders ranges from 00000.H – 99999.H. We're currently issuing plates from 95000.H onwards, and expect to complete this series in the coming months.

The number series in our next release will range from 0002.H.2 – 9999.H.9. This new series will run on our existing plate design (dark red background/white lettering).

To ensure the plates are readable by electronic readers and intelligent management systems (used by the Victoria Police and tolling organisations), there will be some combinations in this new number range that we can't use, particularly those with the numbers 0, 1 or 5 directly before or after the H.

Club permit enquiry February Delegates Meeting: Are plates transferrable on sale of the vehicle?

When a CPS vehicle is sold, the permit is not transferrable and must be cancelled with the purchaser to apply for a new permit. When the permit is cancelled, there is no requirement for the plates to be returned to VicRoads unless VicRoads specifically requests the plates to be returned (which is done when a permit is cancelled due to a breach.)

CPS plates are not transferrable except where (1) the owner changes clubs or (2) the vehicle is sold to a member of the same club.

There have been some instances of significant plates where re-use of plates has been allowed. These are considered on a case by case basis for rare and unusual circumstances.

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Installation of Seat-heaters in a TR6

Having just installed a pair of heating elements to the seats of my TR6, it was suggested that perhaps other members may be interested in the process. Unfortunately I didn't take any photographs of my progress, but I'm hoping I'll be able to give a decent enough description to walk others through the procedure.

I can't take credit for this idea, that belongs in my case to a fellow member I was speaking to at the Caribbean Gardens Show and Shine who had a stunning dark red TR2. He mentioned he had just fitted some seat-heaters to his car, and was enjoying the experience.

I finally got myself organised enough to put together a list of components I would need, then hit the internet to source everything. Turned out to be easier than I thought.

The pads I needed are sold in pairs, so I would need 2 pair. 4 pads all-up for the seats and backrests. Total \$27.58 delivered. I planned to have each seat switch independently, and I thought the best way to do this would be a Double-Post, Double Throw rocker switch (DPDT), which would let me turn on the driver's seat one way, then both the driver's and passenger's seats the other way. I could hook up a few LEDs to indicate which mode was active.

Preparation

I ordered some wire from Vehicle Wiring Products because I've used them before for all my bike stuff and had great service from them. They have all the factory-correct colour combinations and ratings. I got 3m lengths of each wire because it's better to have too much than too little. I bought 20A red for the power supply, and 16A brown/red, and brown/green to run to the seats. I also have OEM crimp terminals in the correct size that I use for all my projects. I can't stand those horrid red and blue insulated terminals that pop-up everywhere. They just look so tacky when for a little extra effort you can produce a factory-looking installation. I've been through the whole car replacing any of those I come across with the proper fittings, either spade or bullet as appropriate. I also use the proper harness tape too because black insulation tape just screams "I can't be bothered doing this properly".

Step One: Installation

Removing the the seat from the car. Four bolts and it was out and sitting on the bench ready for surgery. I found I wouldn't need to separate the seat from the back, which was a relief. After unclipping the 6 or 7 little metal clips holding the vinyl to the steel frame, I was able to work my hand between the cover and the foam, making room for the pad to slide in. Each pad was made of three distinct sections of elements, and was too long to fit properly in the base. Fortunately each section is spaced from the next by a generous gap, and I was able to trim the end one off with a utility knife. The conductor runs along each edge and can be left

Installation of Seat-heaters in a TR6

'open' with no detrimental effect. I peeled the backing off the double-sided tape, and inserted the pad between the seat cover and the foam, pushing it as far forward as I could, then pounded down on the tape to hold it in situ. My guess is they won't move anyway, but I guess the tape won't hurt. I re-stretched the cover over the frame, and re-attached it using the same clips I removed. I was able to use the marks left by the clips as guides to re-fitting them in the right spot.

The backrest on my seats has a flat upholstered panel attached with six screws, so I undid those and removed it. The same clips hold the backrest to the frame, so no surprises there. Same procedure of separating the cover from the foam, but this time there was some glue in spots, so I carefully prised them apart trying not to make too much of a mess of the foam. Once again I trimmed the pad down to two sections, because the full three just seemed to be unnecessarily high, and the shorter pad would be easier to feed in. It all went in painlessly, and I was careful to make sure that both pad's leads were at the rear. To wire the two pads together I cut the connectors off, paired the positive wires and crimped a new male mini-connector to them, then repeated that for the earth leads. I cable-tied the sheathing together to prevent them from straining the joins. I could have soldered them as well, but they're holding OK.

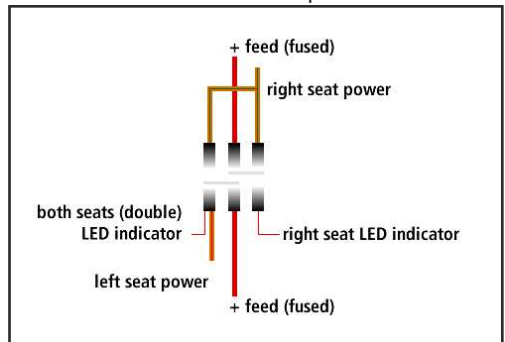
As Ed China would say, the second seat is a repeat of the same procedure.

Step Two: Wiring

I determined I would wire these to be active only when ignition is on, so I was able to find a suitable empty terminal on my fuse panel to run my power from. After crimping a female spade terminal on, I ran a red wire inside to an area under the dash below and to the right of the steering wheel where I planned to fit the switch. I just can't bring myself to desecrate that beautiful wood dash. I soldered in an inline mini blade fuse holder to protect the circuit, then ran two leads from that to the switch which would power each seat. I had determined that each pad draws 20W, for a total of 80W, which Ohm's Law tells me will need 6.6 amps of current.

I've initially put a 7.5A fuse in there, but will up it to 10 if I need to. I have wired a single LED to indicate the driver's side element is on, and two LEDs to indicate both seats are active. To power these, I fitted a "piggy back" terminal to the seat power lead.

I fashioned a mounting bracket from some aluminium angle I had lying around, because it's easy to work, and I needed to cut two rectangles for a pair of switches I was fitting. This involved the



Wiring Schematic for the DPDT Switch

Installation of Seat-heaters in a TR6

usual 'drill around the perimeter with a small drill, then file everything flat' process I'm sure many of you have done before. If only I was able to find a round switch that would fit the bill! Anyway, I also needed to drill three 3mm holes to hold the LEDs, which was easy enough to do after the two rectangles. I had found a suitable mounting spot for my panel which only meant drilling one extra hole for the self-tapping screws to hold it in place.

The existing footwell light mounting would also hold the second of my screws. I painted the panel a wrinkle finish black to give it a bit of texture and more closely match the black vinyl dash material.

I ran a new wire under the carpet on each side of the transmission tunnel for the power, creatively choosing brown with a red tracer for the left side, and brown with a green tracer for the right side. Something to do with my boatie past I think ;-) I decide to connect the earth for each seat to a bolt on the seat-runners, because that would save me running an extraneous earth back under the dash somewhere.

Step Three: Enjoy

That's about it really. It might seem like a daunting proposition having to pull your seat apart, and frankly I wouldn't have tried it had I not seen Ed China do so many on Wheeler Dealers, but I guess it's like anything really in that it's not a complicated device, and if you just take your time and don't accidentally put a screwdriver through your seat you should be good. Alternatively, having seen just what's involved, you could even take your pads and seats to an upholsterer and have a pro fit them. If I did it in less than a day. I'd hazard a guess that a pro could do it in half the time.



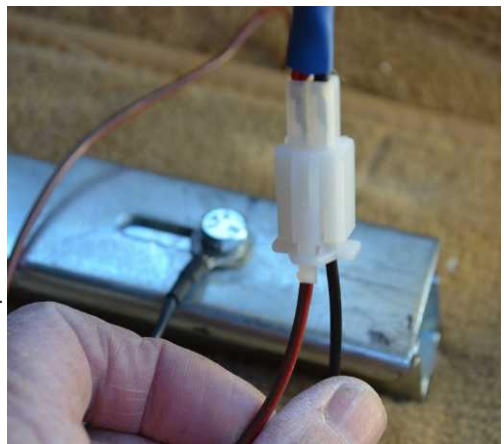
Mounted Panel



Single Seat (driver's) Active



Both Seats Active



Multi-Pin Connector, and Earth Lead Under Seat

Continued on Page 12

Installation of Seat-heaters in a TR6

The Wash-up

The heaters take about 4 minutes to reach 25°. My 'current-o-meter' tells me they're drawing 4.9 amps, so I think I've got that covered with my 7.5A fuse.



There's probably a neater or more efficient way to wire these from a single switch, and perhaps I've over-thought it, but it works for me, and as far as I can tell, the car is properly protected. I might be a bit anal about using OEM style wiring components, and you might be happy to go generic. After all, apart from the power from the fuse panel, none of this is visible in the end. As they say on the Internet: Your Mileage May Vary.

A Little Hard to Read, but with Both Seats On, the Current Draw is 4.9A

The second switch on my new panel is something I've added to dip the main

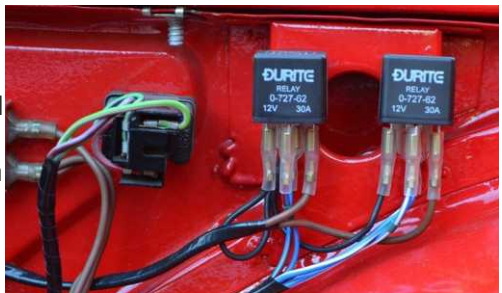


Starting Temperature 18.5°



7 minutes later, a toastie 30°, where it seemed to stay

beam. I find my big foot can't readily locate the floor-mounted dip-switch quickly or easily, so I've installed this rocker switch to handle that. I didn't need to use a DPDT switch, a Single Pole would have done, but I wanted it to match the seat switch. I also installed a pair of relays to send power straight to the headlights to relieve some of the stress on the column switch. Seems to be a common modification.



New Relays, One for Each Headlight Beam

Installation of Seat-heaters in a TR6

Useful links

Vehicle Wiring products

<http://www.vehicle-wiring-products.eu/section.php/198/1/single-core-pvc-thin-wall-cable>

The Thin Wall cable is most often used in auto (and bike) applications, and I haven't found a colour combination they don't stock.

British Wiring

<http://www.britishwiring.com/category-s/267.htm>

Stock the correct bullets and snap connectors

Vintage Connections

<http://www.vintageconnections.com/>

Have good range of multi-pin connectors, insulators and the best crimping tool I've come across.



eBay

Heater pads: search for "12V Seat Heating Pad"

I think you can just make out the divisions between the sections here. I just cut through with a utility knife.

Switch: search for "12V DPDT"

Lots of sizes and styles to choose from, so pick something that you're happy with. The important thing is to get Double Pole so you can operate the 'both-on' function correctly.

LEDs: search for "Pre-Wired 12V LEDs 3mm"

Get the "pre-wired" ones. Saves a lot of fiddly work soldering and insulating resistors. Any colour you think suits.



Would I do anything differently next time? I'm more than happy with the way it's turned out, and the only thing I'd alter is perhaps use smaller 2mm LEDs?

They don't really need to be as bright as they are, and a smaller 'flat-top' version might knock a bit of that brightness back. I might also investigate a stronger resistor to reduce the current, but that's just a matter of fine-tuning really. I can do all that on the bench, then decide whether to go ahead with it. The LEDs are wired independently, so it's easy to swap them out if I choose to do that.

So that's about it. Perhaps someone will find this useful.

Ian Fox

Triumph and Leyland's Link to Hyundai

Many of today's well known British classic car companies, unfortunately some no longer making cars, "moved across" into car production. Triumph and Morris originally built bicycles; back in early 1901, Wolseley was formed when Thomas and Albert Vickers, makers of machine guns, combined with Herbert Austin, a manufacturer of sheep-shearing machinery. And so on....

But what about Asian car manufacturers, in particular, South Korea's Hyundai?

In 1947 Chung Ju-Yung founded a construction company calling it Hyundai. It prospered, becoming a multinational conglomerate within twenty years. Then, in 1967 he diversified into car manufacture, and in 1973 started making trucks, in the name of Hyundai. Each division has enjoyed great success with the i30 model being Car of the Year in its class for some time. Interestingly, their first car, built for the local South Korean market, was a front-engine, left-hand-drive, rear-wheel-drive Cortina, the one originally built by Ford.

Meanwhile, in 1968, Standard-Triumph top management personnel George Turnbull and Harry Webster were invited to move from Coventry to Longbridge to "sort out the Austin-Morris side of British Leyland"¹. After five years there, Turnbull expected to be promoted to Chairman of Leyland when Lord Stokes retired. It didn't happen, so in 1974 he left and accepted a position in Seoul to set up the car-making business for Hyundai's own car. During his three-year stay, he hired five other British engineers to assist in the development of the Hyundai Pony, a compact four-door hatchback based on a front-engine rear-wheel-drive powertrain and a 1.4 litre Mitsubishi engine producing 67 bhp. The car was a success, continuing in its first generation until 1982. And the rest, as is said, is history.

In a way, Hyundai, Leyland, and Triumph are inexorably linked through Sir George Turnbull's management and engineering skills. One can only surmise if Hyundai's success would have been Triumph's had things been different in British industry.

"Today, Hyundai is the fastest growing auto manufacturer in the world, employing over 80,000 individuals worldwide, selling nearly 4,000,000 vehicles annually throughout 193 countries via 6,000+ dealerships."² It's enough to make a person weep.

Alan Andrews

1. "Triumph Herald and Vitesse", Graham Robson, page 26.
2. Website: <https://gearheads.org/the-history-of-hyundai/>



Members' Information

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 16).

Club Membership

This month we are happy to welcome five new members to the TCCV. They are:

- » John & Leonie Johnson
- » Matt Siemers
- » Ken Green
- » Theo Rau.

Contact me should you have any queries regarding your membership or renewal subscription. 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 fee. 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

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.

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

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.trregister.co.nz/

The Dolomite Homepage

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

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

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 if you have any queries with the process.

Club Contacts

Committee

President	Terry Roche	president@tccv.net	M: 0404 391 511
Vice-President	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
Secretary	David Ferguson	secretary@tccv.net	M: 0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	clubfacilities@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	meetingadmin@tccv.net	M: 0412 364 925

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
Regalia Officers	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden Peter Mayer Nick Skinner Terry Roche Denise McGuire		M: 0448 081 947 M: 0412 124 524 M: 0419 322 441 M: 0404 391 511 M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten	events@tccv.net	M: 0409 511 002
Triumph Trading	John and Fay Seeley	trading@tccv.net	T: 03 9359 2415
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger & Linda Makin	editor@tccv.net	M: 0447 762 546
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

Car Captains

Refer to our website for Club Captain contact details

TR2, TR3, TR3A	Keith Brown	TR4/4A, TR5	Chris Sallmann
TR6	Terry Roche, Chris Sallmann	TR7	Fay and John Seeley
Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
GT6/Herald/Vitesse	David Glenny, Alan Andrews	Stag	Graeme Oxley, Jim Ostergaard
2000/2500 Saloon	Chris Burgess, Lindsay Gibson	Mayflower	Roger McCowan

Trumpet 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

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



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