

February 2019

# The Trumpet

The Triumph Car Club of Victoria Magazine



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Fay and John Seeley  
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***Past copies of Trumpet are available in the Members' section of the Club website [www.tccv.net](http://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's cover features a 1971 Triumph Vitesse MK2 1998cc manual convertible, which belongs to member, Fran Madigan.



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

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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.

**A**nother festive season has come and gone and here we are in February with several TCCV events already past and many more exciting ones on the calendar – remember to keep checking the website for up to date event dates and details.

On behalf of the TCCV we would like to wish club members Debbie Beal and

Peter Welten speedy recoveries from their recent foot/leg reconstruction surgery and look forward to seeing them at meetings and events again soon.

Personally we have had a burst of energy on Linda's Stag restoration with mechanicals fitted and hopefully off to the paintshop for final exterior paint in March.

Pleased to have a new member for our Trumpet team; Fran Madigan has kindly offered to take over finding a volunteer for the Cover and putting together a profile to go with their car photos. Of course we suggested that she take the opportunity to show off her own car first, as you can see it is very photogenic.

Our son is hoping to race his Aussie Car at the Super Car Adelaide 500 race following a complete rebuild and new paintwork so once again we will be finishing it at the last minute – one of the reasons (excuses) our Stag takes so long.

'Smoke Signals' this month is very different, an alternative and funnier (sorry Terry) version – courtesy of Lucas Electrics and the 'Prince of Darkness'.

Safe Triumphanting

*Linda & Roger*



**COPY DEADLINE for March Trumpet**

**Friday 1<sup>st</sup> March**

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

## Upcoming Events!

### February 2019

#### **20<sup>th</sup> TCCV - General Meeting.**

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

#### **24<sup>th</sup> - British & European Car**

**Show.** Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

[Click here for flyer.](#)

### March 2019

#### **3<sup>rd</sup> TCCV – Monthly Breakfast.**

9:00am. Venue TBA.

#### **9<sup>th</sup> - 11<sup>th</sup> 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.

#### **20<sup>th</sup> TCCV - General Meeting.**

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

#### **23<sup>rd</sup> - All American Day.**

Venue Akoonah Park, 3 Cardinia St, Berwick VIC 3806. [Click here for the flyer.](#)

#### **31<sup>st</sup> – All Aussie Day.**

Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

### April 2019

#### **7<sup>th</sup> TCCV – Monthly Breakfast.**

9:00am. Venue TBA.

#### **17<sup>th</sup> TCCV – General Meeting.**

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

#### **27<sup>th</sup> – The 3<sup>rd</sup> Florence Thomson**

#### **Tour: Celebrating women in**

#### **motoring.**

Organised by RACV.

Expressions of interest by 15<sup>th</sup>

February. Note: all drivers of classic

cars must be women. Places limited to

200 vehicles. [Click here for the event](#)

[flyer for registration and other details.](#)

### May 2019

#### **5<sup>th</sup> TCCV – Monthly Breakfast.**

9:00am. Venue TBA.

#### **15<sup>th</sup> TCCV – General Meeting.**

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

#### **19<sup>th</sup> National Motoring Heritage Day.**

Venue Yarra Glen Racecourse,

Armstrong grove, Yarra Glen Vic 3775.

### June 2019

#### **2<sup>nd</sup> TCCV – Monthly Breakfast.**

9:00am. Venue TBA.

#### **8<sup>th</sup> - 10<sup>th</sup> TCCV – Myrtleford Meander.**

Member John Goodman is organising a touring event on this Queen's Birthday holiday weekend in his "neck of the woods". [A developing itinerary can be viewed here.](#)

#### **19<sup>th</sup> TCCV – General Meeting.**

Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

### July 2019

#### **7<sup>th</sup> TCCV – Monthly Breakfast.**

9:00am. Venue TBA.

**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)

The fallibility of Lucas electrical components is a perennial source of both consternation and humour for the nutty, sometimes erudite enthusiasts of British sports cars and motorcycles.

Lucas is an acronym for Loose Unsoldered Connections and Splices.

The Prince's last words to his son: "don't go riding after dark"

The Lucas motto: "Get home before dark."

Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".

Lucas – inventor of the first intermittent wiper.

Lucas – inventor of the self-dimming headlamp.

The three-position Lucas switch: DIM, FLICKER and OFF.

The other three switch settings: SMOKE, SMOLDER and IGNITE.

Lucas dip-switch positions: HIGH and BLOW

The original anti-theft devices – Lucas Electric products.

"I've had a Lucas pacemaker for years and have never experienced any prob...

If Lucas made guns, wars would not start either.

It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohms Law. They withdrew their efforts when they met too much resistance.



## Smoke Signals (Lucas Electrics)

To owner of a Land Rover: "How can you tell one switch from another at night, since they all look the same?" Owner: "It doesn't matter which one you use, nothing happens!"

During the 1970's, Lucas diversified its product line and began manufacturing vacuum cleaners. It was the only product Lucas ever offered which didn't suck.

Lucas Quality Control often advised the engineering department that their designs had problems with shorting out. Engineering always made the wires a little longer.

Why do the English drink warm beer? Lucas made their refrigerators, too.

Alexander Graham Bell invented the telephone, Thomas Edison invented the light bulb, and Joseph Lucas invented the short circuit.

Lucas systems actually use AC current; it just has a random frequency.

How to make AIDS disappear? Give it a Lucas parts number.

Lucas won over Bosch to supply electrics for the new Volkswagens, so cars from the Black Forest have electric systems made by the Prince of Darkness.







The weather forecast didn't look promising for the Sunday Christmas Party. As I packed the car we added coats and an umbrella. Our Treasurer Denise McGuire needed a lift, she had the cheque book, so I had to take our new MG6 sedan. We picked Denise up and headed down to Lindsay and Anne's property in Shoreham. As we got closer to their place the weather improved and the sun appeared. As we hit Tucks Road it was plain to see that Lindsay had not paid his rates again and the road was still gravel and dusty.

The caterers had arrived around 7.30 am and had the roast on the spit. Brian Churchill had detoured past Peter Welten's place to pick up the TCCV gazebo. Peter had an ankle replacement and was unable to attend, poor excuse I thought. The next exercise was to erect the gazebo which we had done many times, it went up very quickly and then it was beer o'clock. The members started to arrive in force and Lindsay turned into a parking attendant.

All up 57 TCCV Members attended this year's party. It was nice to see some new members. Laurie and Linda Ellul arrived with Roger and Linda Makin and John and Leonie Johnson came in their white long door TR2 with rack and pinion steering.

Soon the chef yelled out that the food was ready, the Roast Pork and Beef were cooked to perfection, the best I have ever tasted. Would have been nicer with



## 2018 TCCV Christmas Party

baked vegies, will look at that next year. The sun had appeared and it became quite warm, once the main course had been devoured the Chef walked around and served the sweets.

It soon became time for our President Terry Roche to say a few words. He thanked Lindsay and Anne for allowing the TCCV to hold the Christmas Party at their place. Anne received a very nice floral bouquet and Lindsay got a bottle of scotch. Then it was raffles time. Noel and Barbara Warden won the big hamper and Cooler Bag. Luckily they drove their 4WD as there would have been no room in the red Spitfire.

At the end of the day there was a minor accident when Roger Makin's 4 seat fold up table collapsed. Check out the look on Linda's face. Roger had recently bought this table from a market as it is the same colour as Linda's Stag. Hope that is not an omen!!!!

All up another wonderful day on the Mornington Peninsula. Thanks once again to Lindsay and Anne for allowing the TCCV to have the Christmas Party at their place.

Until next December in 2019.

*Graeme Oxley*

***Please note: because this is a catered function and we cater for those that have replied to say that they are attending. If you don't turn up you still have to pay. The TCCV had to pay the short fall until monies have been collected.***





2018 TCCV Christmas Party





# New Year's Day – 2019

## *The Paradise Valley Hotel*



Lunch at the Paradise Valley Hotel at Clematis for a number of years has been the first event for the year. The weather forecast was looking good so Annette and I headed off at 10.30 am with the Stag roof down, the weather was picture perfect and ideal for open top motoring.

We arrived at the venue at 11.50 and heaps of members were already there. I made an error when reverse parking the car into an embankment, the exhaust went into the bank and clogged up the exhaust causing the car to stall. The car was pushed forward and a screwdriver was required to pry the dirt out of the exhaust. It was blocked solid. The car started up perfectly, I won't do that again. Once again the Triumphs were reverse parked along the tree line, this year there were so many that some cars had to park opposite. New Member Terry Sully drove his Sunbeam Alpine again as his Stag was half way through a transmission change to a four speed auto box on Mal Clark's hoist. Another interesting vintage car appeared in the car park. It was Ray Newell's Bull Nose Morris cleverly disguised with a Triumph badge covering the Morris Badge. Nice car. Looks like it never gets driven in the rain.

The drive to The Paradise Valley is very picturesque with the open road undulating through large expanses of natural bushland. The historic Hotel has a very nice garden and a beautiful outlook across the valley. Beyond the tree line is the Puffing Billy train line, close enough that the train can be seen from the windows of the Restaurant and the





## New Year's Day – 2019



whistle heard. The general public enjoy looking at our Triumphs that are on display.

We had a large turn-up of members and some members from the TR-register. All up there were 63 Triumph enthusiasts for lunch. The air conditioners couldn't handle the heat and it sure was very hot in the outside area.

Once everyone was seated the waitresses started to take our lunch orders, the food and presentation are always very good at The Paradise. It is wonderful to see sixty three people enjoying each other's company, the afternoon was filled with laughter and chatter and the beer was nice and cold also. After another enjoyable lunch it was time to head home around 3.30pm. The end of another perfect start to the year topped off with a nice drive home in the Stag. When I got home I realised that I had left my camera on our table. A trip back to the Paradise on Saturday (Annette's Birthday) to retrieve the camera was averted by the Makins, who live a lot closer, offering to collect it for me.

This is the first event of the year, expectations for this year are high and there are many events ahead for our Members to enjoy. Firstly there is ***The Drive Your Triumph Day*** to the Flowerdale Pub on the 10th February. Then the ***three day weekend to Hamilton***, another ***three day weekend to Myrtleford*** and our ***annual event with ACT Triumph to Merimbula***, NSW in October. Keep a close look at the Events Agenda on our Website. Al Andrews does a wonderful job keeping the website up to date. Check out the photos on Photobucket.

*Graeme Oxley*





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### Importing Parts

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I have just discovered and have now researched a new little trick by our government to be played on unsuspecting Triumph owners.

We all have to import car parts from time to time. Until 1st July 2018, these purchases attracted zero GST. From 1st July, GST is applied by your supplier and added to your account. I have experienced this with Rimmers, where they charge 10% VAT in their language. You can't avoid this.

My new discovery is that for purchases over \$1000 excluding freight, you are now also liable for 5% import duty. The only way to avoid this is to ensure the value of your purchase is less than \$1000. This way your purchase avoids government intervention and passes through to you automatically. The duty is non-refundable in the case of you sending the products back!

If you want further information, check out [homeaffairs.gov.au](http://homeaffairs.gov.au). They are not here to help, I can assure you!

*David Ferguson*



## Clutch Hydraulics

**M**y much-loved 1971 2000TC saloon - Col and Anne Jenkins, thanks again! - has suffered from a leaking clutch master cylinder for a while. How did I know this? 1. Fluid level declining. 2. Fluid dribbling down the inside firewall. So I purchased a reconditioned master cylinder, but the car was still driving perfectly so the job went onto the "gunna" list for a couple of months.

Things changed after my visit to Rob Roy Hillclimb in late November for the MG Car Club's Historic and Classic meeting. Inevitably there's a degree of brutality involved in getting off the start line quick smart and executing a fast 1-2 and 2-3 shift. But the 2000 ran well and it was a fabulous picnic day. A week later I was running into trouble around town getting into first gear at the lights.

I concluded that the time had arrived to do the changeover. How hard can it be, I hear you ask. What could possibly go wrong?

1. Diagnosis: just because the clutch master cylinder was leaking doesn't necessarily mean that this was the immediate problem.
2. Execution: I encountered a few problems along the way...

For example: getting at the pedal box from inside the car - what on earth is holding this parcel shelf to the heater unit? How the heck do you get this split pin out from the clutch pedal to master cylinder pivot? Both these little tasks took quite a while... Then, swapping the actual master cylinder over wasn't so hard after the parcel shelf and split pin

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dramas, but now the threaded fitting on the red plastic hose sending fluid to the slave cylinder isn't keen on mating up to the new master cylinder... patience...and remember to leave the big spanners in the tool box for now.

In retrospect, fitting the actual master cylinder was the easy part. As for bleeding the system – no go! In short, the new item was pumping happily but hydraulic fluid refused to flow through the slave cylinder down by the bellhousing into the bleed jar. At this point I vaguely recalled Graeme Oxley mentioning a similar difficulty at a club meeting in recent times. Graeme related how he had called on professional help (a firm of mobile mechanics) only to be informed that his ailing Triumph was too old to be attended by their team of experts. Ultimately matters were resolved via attention to the slave cylinder.

With Graeme's experience fresh in my mind I ordered a replacement slave cylinder and set to work the following weekend to fit it. All well and good except for a drama in lining up the plastic hose from the master cylinder to slot into the new slave cylinder. There seemed to be no alternative but to get right under the car and gingerly line things up. Again, as with most Triumph hydraulic work, this is not a job to be utilising big spanners. Patience and delicacy are the order of the day.

Hooray, hose fitted I was able to bleed the system and buzz up and down the

driveway happily. The first significant test drive was the trip to the TCCV New Year's Day lunch in Clematis. All went well. The clutch now engages near the top of the pedal travel, which I hope means that the clutch plates themselves are still serviceable. The only caveat is that the pedal effort has increased quite a bit, but this isn't a big deal.

Since fitting the replacement slave cylinder I've noted that Rimmers Triumph parts in the UK specifies different bore sizes for the 2000 and 2500 models, the 2000 having a slave cylinder with a smaller bore. Hmm!

A footnote: I'm writing this on Wednesday 2nd January. Yesterday afternoon, after arriving back in Warburton from the wonderful TCCV lunch at Clematis, I set to work on a small job on my runabout which is a well-travelled Mazda MX5 convertible. Clambering around under the dash trying to find the source of a persistent rattle, I couldn't help but notice hydraulic fluid leaking down the firewall from... you guessed it, the clutch master cylinder. Here we go again!

*Fraser Faithfull*



## Member Profile – Fran Madigan

### Vanessa the Vitesse - Cheap and Cheerful

In the mid-1950s, stylist Giovanni Michelotti produced the Herald. It put Standard-Triumph back on the map as a maker of usable, affordable and desirable small cars.

Triumph then 'up-engined' the Herald to six-cylinder status – and the Vitesse 1600 arrived on the scene. It was the cheapest six-cylinder car on the market – £837, including tax (equivalent to around £18,225 or \$32,750 today), for the saloon and £893 for the convertible at its launch in April 1962. The Vitesse had a duotone colour scheme, contrasting around the headlamps and front grille and sweeping back into spears running the full length of the car.



By the end of the British summer of 1966, a very different and faster Vitesse would take over from the 1600 model. Most of the modifications were hidden away under the bodywork and it had a new type of gearbox, larger front brakes – and a two-litre engine. In the autumn of 1968, the MK2 – and last incarnation of the Vitesse – was launched. A total of 3,472 MK2 convertibles were produced at a cost of between £951 and £999. It weighed 2044 pounds. Apparently other drivers expected to overtake it instead of seeing it loom up in their rear view mirrors!

The last Vitesse came off the production line in May 1971, with a total of 51,232 built.

I lived in the UK for 10 years, and with my then English but now Australian citizen husband Jimmy, I bought 'Vanessa' from a work colleague in January 1994. He had purchased the Vitesse from the original owner and worked on it with a friend for a few years. His wife was about to have a baby, so it wasn't the most practical vehicle for them at that time.

In the UK, we joined the Triumph Sports Six Club and received their regular magazine, *The Courier*. The Vitesse was an easy drive through London streets – and there were still quite a few of them around in the 1990s.

I am originally from Melbourne, and when



## Member Profile – Fran Madigan



we decided to move back to Australia, Vanessa was shipped to Melbourne on the 'Bunga Delina' in June 1995 at a cost of \$878.89.

We lived in Melbourne for a few years, and Garry Blackman in Richmond fitted a new soft top in 1999. Fairfield Motors undertook a major service in late 2000. We then moved to Glenlyon near Daylesford. There was some rust on the vehicle, so some body work was done by Andy Ansell at Mandurang in 2009/2010. Servicing was no problem at the time, with any work completed by a reliable and knowledgeable mechanic in Daylesford.



Vanessa had been registered with VicRoads since we moved back to Victoria, but in mid-2018, and as a TCCV member, I decided to apply for Club Plates. So I needed a RWC. We had relocated to a farm in Lancefield in 2016. I found a couple of licensed vehicle testers in nearby Kyneton, and chose the one located just down the road from the VicRoads office. That turned out to be a major mistake. The car was delivered to the mechanic on Friday 8 June and he expected the vehicle to be ready for pick up around 15 June. It was finally collected 20 weeks later on 26 October. In the end, after considerable and totally unnecessary angst, we got the car back and she is working well – as she was when delivered to the mechanic in the first place. So, if you ever need to use a mechanic in Kyneton, please let me know and I will tell you where NOT to go!



My first experience with a Triumph was a blue 1974 Spitfire 1500, which a university friend regularly borrowed from his mum. An incredible car for a teenager to drive! My first car in the early 1980s was a 1970 white column shift Mazda 1800, which I loved. It was a symbol of total independence. It was followed by a Datsun 180B. In London I had a Renault 5 before the Vitesse. Now it's a Vespa – red, of course – for getting around Melbourne, and we have a Land Rover Defender in Lancefield. We also have a 1962 Holden EK ute – they don't make them like that anymore. A very stylish drive to the local tip!





## Member Profile – Fran Madigan

If not a Triumph Spitfire MKIV in British Racing Green, my dream car would be an Aston Martin DB5.

But the Vitesse is such fun to drive – particularly on good long country roads. It's not particularly comfortable and the foot pedals are all skewed to the right. It takes a while to put the roof down and it has absolutely no frills. But it's real driving, and I hope Vanessa will be with us for many years to come.



*Fran Madigan*

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## BBQ General Meeting

16th January 2019

This year got off to a very good start with the annual BBQ Meeting held at the Uniting Church. There was a very large number of members and their wives/partners in attendance. Once again Shane (Gordon Ramsey) was the head chef ably accompanied by Sir John Seeley on the other BBQ hot plate. A big thanks to Geraldine and David Glenny for catering for the night, once again Geraldine's rissoles tasted exceedingly nice, it was good to see everyone talking and enjoying the night.

Eventually it was time for the meeting conducted by our President Terry Roche and then supper was held. All up it was another successful meeting although I did a dumb thing by locking the keys of my new MG6 in the boot. This meant I had to call the RACV but I was eventually on my way. Note: don't just put stuff in the boot and have the keys mixed up with your stuff!

We have some really good weekends organised this year. Book in and let me know when you have done so. The long weekend in March we are off to Hamilton. We are staying at the Bandicoot Motor Inn (03 5572 1688). There are 5 rooms left. You must mention the Triumph Car Club. On the Queen's Birthday weekend, John Goodman from Myrtleford has organised an interesting weekend. Book into The Golden Leaf Motel (03 5752 1566). Of course we have the combined weekend with the ACT Triumph guys at Merimbula. Ring The Pelican Motor Inn for a booking (02 6495 1933). On the way up we are staying at Lakes Entrance RSL Motel (03 5155 1555) and also on the way back (10th and 14th Oct). Once again you must mention the Triumph Car Club to get a booking and also let me know.

Catchya at the next meeting on the 20th February as Peter Welten and Terry Sully have organised an excellent guest speaker.

*Graeme Oxley*

## Triumph and Siegfried Bettmann

**T**wenty-year-old, German-born Siegfried Bettmann arrived in England in 1883 and started work at the White Sewing Machine Company, London division, under the management of George Sawyer, but was laid off in 1885. The company made bicycles, sewing machines, roller skates, and a multitude of other things.

Based on his experience making bicycles, he founded the Triumph Cycle Company at Coventry in 1886 with financial backing from George Sawyer, who became Chairman. Shortly after, he founded S. Bettmann and Company, his import-export company.

Fellow German-born Mauritz Johann Schulte was employed in 1887 having gained experience in bicycle manufacture at William Andrews' cycle factory in Birmingham. The next year Schulte encouraged Bettmann to transform the business into a larger scale manufacturing company. Consequently, Bettmann purchased a site in Coventry, using money lent by his and Schulte's families. Then, in 1889 the company began producing the first Triumph branded bicycles. So successful was the enterprise that the company incorporated in 1890.

Another company, Robert Bunting and Sons, also founded in 1887 in Sheffield, manufactured steel profiles; tools like hammers; machinery like forgers, rollers, wire-drawers; and parts like rims, guards, and spokes. Clearly Bettmann's bicycle parts supplier, or at least one of them. Bettmann is mentioned as being a Director in 1897 – to guarantee supply and quality for his own company(?), one can only surmise.

In 1895, three important events happened. In March he became a naturalised British citizen, and in July he married Millie (Annie) Meyrick in her home town of Shifnal, just northeast of Birmingham, after which he returned with his bride to his home in Coventry. And at some point during that year, a prospectus was launched to raise £45,000 Sterling to open a subsidiary for cycle production in his native city of Nuremberg, Orial TWN (Triumph Werke Nuremberg), which he did in 1896.

The company was registered on 12 February 1897 as the New Triumph Cycle Company, primarily to acquire the business of the Triumph Cycle Company. In June, the name was changed to the Triumph Cycle Company, enjoying the financial backing of the Dunlop Tyre Company.

With public attention on motorcycles at that time, in preference to bicycles, the decision was made to go that way. So, in 1902, Triumph motorcycle manufacture was started. A year later it was started in the German plant.

When the Great Depression hit in 1929, Triumph sold its German subsidiary as a separate, independently owned company, which became part of the Triumph-Adler Company. The Nuremberg firm continued to manufacture motorcycles under the Triumph brand until 1957. Surprisingly then, "Triumph" motorcycles were being made and used on both sides during WWII. Does that make Steve McQueen's attempted escape over the wire on a Triumph motorcycle historically correct?

## Triumph and Siegfried Bettmann

Interestingly, Schulte resigned as General Manager in 1919 over a disagreement with Bettmann over what direction the company should take. He was for car production while Bettmann favoured continuing with motorcycles. Schulte's successor as General Manager was Colonel Claude Vivian Holbrook who worked for the War Office during World War 1 as a motorcycle procurement officer. Interestingly again, he was the brother of Norman Douglas Holbrook Commander Royal Navy VC, after whom the NSW town of Holbrook is named!

Holbrook persuaded Bettmann to acquire the assets and Clay Lane premises of the Dawson Car Company and start producing a 1.4 litre model called the Triumph 10/20. This became the basis for the success of the Triumph Motor Company formed in 1921.

By the mid-1920's Triumph had grown into one of Britain's leading motorcycle and car makers, with a 500,000 square feet plant capable of producing up to 30,000 motorcycles and cars each year. In 1931 the name changed to Triumph Company. Triumph sold off its bicycle manufacturing facility to Raleigh in 1932. But by 1933 Triumph was struggling financially forcing Bettmann out as Chairman. He retired completely in 1934.

The company hit serious financial problems in 1936 resulting in the Triumph motorcycle businesses being sold to Jack Sangster of Ariel Motors, manufacturers of a variety of items including penny-farthing bicycles, to become the Triumph Engineering Company, which itself was to become a subsidiary of BSA in 1961. Bicycle production was acquired by Coventry Bicycles.

In July 1939 the Triumph Motor Company went into receivership and the factory, equipment and goodwill were offered for sale. Thomas W. Ward purchased the company and placed Donald Healey in charge as General Manager. However, the effects of World War II again stopped the production of cars as the Priory Street works in Coventry was completely destroyed by bombing in 1940.

After the war, what was left of the Triumph Motor Company and the Triumph brand name was bought by the Standard Motor Company which formed a subsidiary Triumph Motor Company (1945) Ltd. with production transferred to Standard's factory.

Bettmann became Mayor of Coventry in 1913. In 1919, he founded the Annie Bettmann Foundation, which is still operating today; I quote from the official website, for "people aged 21 - 40 living in or within 3 miles of boundary of Coventry who are about to start a business or are within 5 years of the start of a business". He died ten years after his wife on 17 February 1951 aged 88, leaving a memorable legacy.

*Alan Andrews*



## 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 nine new members to the TCCV. This takes our total membership to 220 financial members.

David Baring - TR4  
Michael Hall - TR4  
Matt Crestani - TR250  
Brian Matthews - 2500TC  
Robert Allan - TR2  
Rohan Sharpe - TR8  
Frank Santoro - Stag  
Jim Callan - TR4  
Nick Rix - TR7.

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*

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

*The Triumph Home Page*

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

*TR Register New Zealand*

[www.tregister.co.nz/](http://www.tregister.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.

## 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	tool librarian@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

<b>TR2, TR3, TR3A</b>	Keith Brown	<b>TR4/4A, TR5</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>GT6/Herald/Vitesse</b>	David Glenney, Alan Andrews	<b>Stag</b>	Graeme Oxley, Jim Ostergaard
<b>2000/2500 Saloon</b>	Chris Burgess, Lindsay Gibson	<b>Mayflower</b>	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](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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