

April 2019

The Trumpet

The Triumph Car Club of Victoria Magazine



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The Triumph Car Club of Victoria is a participating member of the Association of Motoring Clubs.

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 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

On the cover this month is Alan Edge's 1976 Stag, finished in red with black upholstery. Alan's Stag is a most presentable car being 99% original with no unnecessary modifications – supporting the "Love of Cars" TV show's view that Stags were engineered well and just require maintaining in accordance to the manufacturer's specifications to perform at their best.



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.

Well, we managed to get to one Car Event this month and there was only one Triumph there, a TR3A – not driven by us. We took the Mustang to the Kalorama Show and Shine on a lovely sunny day to get out of the garage for at least a few hours and even though we probably lived the closest got there late enough that all the oval parking was full.



The fuel, breather and emission hosing installed on our Stag was apparently installed by two people on either side of the car who did not communicate with each other. Every Stag Manual and Stag motor we looked at were different which was very frustrating but with the help of my faithful sidekick Laurie it has gone together and if we can locate an Anti-Run-on Valve to Canister connection hose the whole system will be back to original (as it was and ran beautifully for the past 42 years). As we both grew up in Adelaide we are looking to the Stag Rally there next year.

As our politicians are spending a lot of time on statistics at the moment our thoughts went to club statistics. Very roughly our vehicle register has 37% Stags, 15% TR6s, 10% Dolomites, 9% Spitfires, 6% Heralds and the balance made up of the other varieties. The club membership stands at 238 of which approximately 20% attend monthly meetings, 20% attend club events (about the same 20%) and 10% actively participate as club committee or volunteers (most of which come out of the same 20%). So like the politicians what can we do to bring the other 80% out of their garages?

Enjoy your Triumphs whilst this lovely weather holds,

Linda & Roger

COPY DEADLINE for May Trumpet

Friday 26th April

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

Upcoming Events!

April 2019

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

27th – The 3rd Florence Thomson Tour: Celebrating women in motoring. Organised by RACV. Expressions of interest by 15th 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

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

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

17th – 19th Historic Winton. 43rd Historic Winton, Winton Motor Raceway, Winton. Convoy Meeting Point for Sunday 19th May will be the CALTEX Truck Stop at 0730hrs at Avenal, which is approx 115 kms from the CBD. We need to leave there at 0800hrs to get to Winton by 0900hrs. Let Peter or Graeme know, particularly TR6 and Herald owners as their cars celebrate 60 years.

26th National Motoring Heritage Day. Venue Yarra Glen Racecourse, Armstrong grove, Yarra Glen Vic 3775.

June 2019

2nd TCCV – New Members' Day. Venue Wallace Hotel. Convoy meeting place is the outward bound BP Service Station, Ballan at 10.30 for 11.00 departure. Please contact Graeme Oxley for catering purposes.

4 | April 2019 | www.tccv.net

8th - 10th 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.](#)

19th TCCV – General Meeting. Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

July 2019

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

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

August 2019

4th TCCV – President's Lunch. Meet at McKenzie Reserve, Yarra Glen at 10.30 for 11.00 departure. Arrive earlier if you want coffee and cake down the street. Route as per Drive Your Triumph Day to Flowerdale Hotel.

11th – The All Triumph Challenge. Winton Raceway. Maximum 20 entrants. Stay over Saturday in Benalla. Enjoy dinner at the Royal Hotel Saturday night. Ring Avondel Motor Inn 03 5762 3677, or other. Mention that you are with the Triumph group. Lunchtime parade laps on Sunday for all Triumphs. Contact

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

As I am writing this note to you, I am saddened by the news of the passing of Christine (Chris) Gallagher, wife of our late Life Member Syd Gallagher. Many of us have fond memories of Chris and Syd at our events and I know that many of our lady members in particular will miss her friendliness and sense of humour.



On a lighter note, this year marks the 50th anniversary of the commencement of the TR6, the “last of the hairy chested sportscars” according to advertisements of the day. It was a successful attempt to penetrate the USA market with an open top sports car at a mid-market price, and about 90% of the TR’s produced were sold in the US. For the US market they were somewhat molested with a detuned carburettor engine, instead of the relatively small number of fuel injected models that sold in the UK, Australia and other markets, and gave more than a decent shove into the seat when prodded. Interestingly, the American models had more “bling” particularly in later sales, with air conditioning, stainless dress rims, red wall tyres, in your face body stripes, and the mandatory high bumpers with rubber buffers.

This year also marks the 60th anniversary of the Herald, in its various forms. If one was to choose a car that is typically British of the era it would have to be the Herald. My quick research suggests that over the 11 or so years of production, over 500,000 Heralds in some form were produced. I am sure that our webmaster will have more accurate numbers. It is extraordinary that the Herald still appears in so many English movies and television series set in the sixties.

We have had a busy events schedule. I have also been keen to work toward having an interesting speaker at more of our general meetings. Terry Sully has been very helpful with his contacts. Incidentally Terry has also agreed to take an active role in seeking advertising for our magazine, which will keep it fresh, and help offset rising costs.

As we get closer to the end of the financial year, it is time to remind all that a club of 240 members doesn’t run itself. There are many roles and tasks involved and we are fortunate to have a good group of volunteers on Committee and in other roles. A healthy club has a steady turnover in these positions to bring in new ideas, give a new experience in a friendly environment, and generally reflect what current members want out of the Club. Please think about how you could help by getting involved.

Cheers until next month

Terry



Hamilton Experience

9 – 11 March 2019

Ross Harvie came up with an idea to have a combined event with the SA Stag Club. Unfortunately Ross had just started a new job and was not able to make it. The original plan was to stay in Halls Gap. Unfortunately the motels were very greedy so it was decided on Hamilton which in the end was the far better choice. A deal was struck with the Bandicoot Motor Inn and 20 rooms were booked. Graeme and Betty Ralph from the Hamilton & District Veteran, Vintage, Classic Drivers Club (HDVVCDC) was contacted and an agenda was put together. Steve Arthur from the SA Stag Club was contacted and plans were put into motion. All up 33 Triumph tragics attended this event.

For the TCCV our day started at the BP Service Centre on the Geelong Bypass road. We left there at 10 am and headed out the Hamilton Highway to Mortlake for lunch. Graeme Ralph gave me some good info on Clarke's Bakery and that is where we had some delicious pies, pasties and sausage rolls. It is worth remembering this place. Here we met up with Peter Mayer in his TR7. I was convoy leader and with no help from the Garmin or my navigator Barry Hillsley from the Rover Club, we drove past and had to turn around. Peter Welten gave me a bit of curry because I made the error. It is so hard to find good navigators. After filling up with food we headed off to Hamilton.

Peter W was the convoy leader and when we came to the T intersection at Hamilton Peter turned left instead of right. I ended up giving him a bit of curry. Eventually we made it to the Bandicoot Motor Inn run by an Indian called Harry, nice guy. Once booked in and a couple of photos with the very large Bandicoot, Barry and I headed off to the Reg Ansett Museum. Back in the early days Reg had some fantastic ideas of getting around carrying passengers in his planes. The Govt. of the day tried to stop him from carrying passengers so Reg got a Fruiters Licence to carry fruit on his plane which allowed the passengers to fly free. However the cost of an orange was the same price as an air fare. The Govt. of the day was trying to protect the trains. This Museum is well worth a visit, lots of history in there.

It was still daylight so the Vics and SAs were sitting around having a few coldies, everyone mixed in extremely well. Soon it was 6pm and we had the Restaurant at the Motel fully booked out. Nice food, good banter. Harry (Motel owner) had his brother-in-law cook me up a special Indian Chicken Curry. Very nice too (even though Harry is an Indian they do not have Indian food there!) Terry Sully went to bed and forgot to put the roof on his Stag up, luckily it didn't rain but there was a very heavy dew that night.

It was up early as we had to be at the HDVVDC Club rooms by 9am for morning tea before we departed to Halls Gap. Graeme Ralph had chosen a fantastic route. We followed Graeme and grandson Cohen in his 1985 BMW 320i Cabriolet. Ron and Margaret Richardson led the Triumph convoy in their white Spitfire. We saw the ruins of a building that was once the Strathkellar Flax Mill of the Second World War era, many local farmers grew flax which was then processed for the Defence Forces.

We saw the misty blue peaks of Mount Sturgeon and Mount Abrupt which constitute the southern end of the Serra Range of the Grampians. What a wonderful sight. We drove past one of the oldest local grazing properties, the Skene properties; with bluestone woolshed and shearer's quarters. Looming ahead was Victoria Point which is the southern tip of the Victoria Range, this road had several rough surfaces where we had to take care. There were also a lot of dead kangaroos. On this road we saw heaps of natural wildlife; sheep, emus and black wallabies. As we entered the Victoria Valley there was impressive stands of aged red gums and the occasional plantations of introduced blue gums. The blue gum harvest was in progress with most of the timber destined to be chipped and exported to China via Portland for paper manufacture. We also passed Sierra Park which is best known for superfine merino studs with bloodlines derived from the Saxon merinos introduced to Tasmania in the 1800's.

We arrived at a T-Intersection which was 38 kms from Halls Gap. Graeme and Cohen left us here. They were well set up with Hi Vis jackets pointing to the direction of Halls gap. We passed Lake Bellfield on the right and it was huge with a large dam wall that you can walk over. There was a sign to a waterfall on the left.



Hamilton Experience



Halls Gap has much to offer with the Brambuk Aboriginal Cultural Centre, a red gum furniture factory, many delightful shops and cafes, bushwalks (too wet), and an established zoo. Because of the long weekend there were thousands of people, getting a car park was difficult. We were met with strong winds and a dust storm then heavy rain. It was taking up to 40 minutes to get served so a group of us drove into Dunkeld for lunch at a bakery

next to the Tourist Information Centre. The drive to Halls Gap and back was around 220 kms, but what a drive, the rain didn't dampen our enthusiasm. The scenery was fantastic and would love to do this drive again. But if you go to Halls Gap don't go on a long weekend. It was Vic and Jen Farrington's Wedding Anniversary this weekend, he gave her a really nice present. She was allowed to drive the Stag for the first time, from Dunkeld to Hamilton!

At 6pm we went to the HDVVDC Club Rooms for a catered BBQ Dinner with sweets and heaps of cakes. The Hamilton Club did a wonderful job of catering for us. Before sweets the thankyou speeches were held. Graeme and Betty Ralph were presented with a TCCV coffee cup each as was the Vice President Rob Warner, and Secretary Steve Arthur from the SA Stag Club. I gave a TCCV Cap to young Cohen for helping his grandad. It was announced that in 2020 Queen's Birthday weekend the SA Stag Club are going to host the TCCV in Hahndorf just south of Adelaide, SA. We will visit The Birdwood Motor Museum and the McClaren Vale Winery. Over to the SA Stag Club.

Terry Sully remembered to put the soft top up, luckily, as it rained overnight. At 8.30am the cars were formed up around the bandicoot sculpture for a photo shoot. We all then headed to Glen and Margaret Campe's Motor Museum which has Vintage and Veteran cars, trucks and motor bikes and lots of other memorabilia. This Museum is a privately owned Museum and it would have to be one of the best in Australia. There was a lonely powder blue Triumph MK3 GT6 on display. Check out the photos on photobucket. I presented Glen Campe with a TCCV hat. Graeme Ralph and Cohen (wearing his TCCV Cap), arrived in his 1924 black Dodge business sedan which was original and unrestored, a very well looked after vehicle.

It was time to head off home. Helen and Neil Robinson found a café way off the beaten track in Dunkeld where we had brekky, then we headed



Hamilton Experience

home via Beaufort. The Stag averaged 30.2 MPG overall for the weekend. It was a tremendous weekend and I would like to thank all those who attended. All up we had 14 Stags, 1 TR7, 1 Spitfire, and 2 2500TCs. It was nice to see Bill and Judy Harvie come all the way from Tocumwal. I would like to thank Margaret Richardson who is a Celebrant, for giving up 5 weddings to attend this event in Ron's Spitfire.

Keep an ear out for info on the SA Queen's Birthday Weekend trip in 2020. More than likely we will break the trip around Keith for an overnight stay. Stay tuned.

Over the Queen's Birthday weekend in 2019, 8-10th June the TCCV are going to Myrtleford. John and Kym Goodman have organised a terrific time around the Myrtleford area. On the Sunday we plan to visit the Ned Kelly homestead, grave sites etc, the Museum in Glenrowan and eventually the Court House in Beechworth. On the Sunday we head up towards Bright to a Private Motor Museum. Another terrific weekend is guaranteed.



Graeme Oxley

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Member Profile – Alan Edge

My love of Stags began in 1980 when I went to a 21st birthday party in my friend's father's Tahitian Blue Stag. I was super impressed, but I'd never seen one in red. I am very partial to red.



Roll on to April 2016 when I took my scooter to be serviced next to Fairfield Motors. There was a red Stag parked out the front, so I went inside and spoke to Richard to ask if it was for sale. (Note: I can definitely recommend Richard and his team.) He said it wasn't, but he knew of one which was. A registered automatic (my preference) 1976 Stag in red with black interior and seemingly an original 94,000 kilometres on the clock, the Stag for sale also had wire wheels with the winged spinner centres. It had air conditioning and an immobiliser, and was in great condition having had a lot of money spent on it. I just had to have it – so I bought it!



I joined the TCCV and Graeme suggested I might like to apply for the 2016 Melbourne Cup Parade. I couldn't believe my luck, and I have now participated in the last three parades. Each one has been an amazing experience.



Moving on to May 2017. An email from Graeme's Stag Forum alerted me to another red with black interior automatic – Stag 01 '75 model – for sale. I quickly

checked it out, and decided to buy it. Again, a very nice car, with 134,000 kilometres on the clock, but it had a nasty dint in the hardtop roof which was reflected in the price – and which I did eventually have repaired (thanks to Megadent in Moorabbin). I am single with no kids, so I thought it was a good idea to have one with a hardtop, and one with a soft-top to avoid roof removal and refitting hassles. Besides, I believe, as an investment, their future is bright.

So I had the two red Stags until late last year when pressure for garage space became too much. I sold the hardtop in January this year to now new TCCV member, David Kelly. He was the first person to look at it.

Member Profile – Alan Edge

I now rarely drive my remaining Stag to keep it and the wire wheels in pristine condition, but I do enjoy the experience when I do. The look, the burble, the constant compliments. I just love it!

I am a semi-retired tennis coach, having had my own business for more than 30 years. Each January, for the past 24 years, I have worked as a courtesy car driver at the Australian Open, driving players, their entourage, and VIPs in cars provided by the event's major sponsor, Kia. And they do seem to make good cars! The Open is another unbelievable event. As a matter of interest, my passengers are, almost without exception, very nice people, and I have been lucky to meet many big names (Roger only briefly!).

Currently, my other vehicles are a 2002 Toyota Townace van (handy for carrying coaching equipment), a 2011 Kymco Ego (Korean) 250cc scooter (very handy in terms of cost and traffic), and two Harley Davidson motorbikes – a 2009 Sportster 1200 Custom, and a 2008 Rocker Custom 1600cc. I do enjoy the Harley experience.



All of these, with the exception of the scooter which I bought new, I have purchased second-hand and in excellent condition. All are red – except for the white Toyota van – but I am fond of all of them.

My first, and only other, car was – yes – a red 1981 Toyota Celica hatchback with black plastic bumpers model, which I had from new for over 30 years. I sold it because I needed extra room for the van.



Basically a very good little car with nice mags which would often turn heads!

My ideal wheels? I'm really pretty happy with the vehicle mix that I have.

I do enjoy my membership of the TCCV. On top of the Cup Day parade, Graeme's *Forum*, the *Trumpet*, the occasional car show including the annual concourse, recent Stag Register photos and the knowledge and enthusiasm of members regarding their cars, I have to say that Spitfires grab me a bit too.

Alan Edge

Sixty Years of Triumph Herald

2 April 1959 – 2 April 2019

The Standard-Triumph Motor Company launched the totally new Herald Saloon and Coupe to the world on Thursday 2nd April 1959 at London's Albert Hall with great pomp and ceremony over four hours. Before the cars were unveiled under the direction of the company's Chairman Sir Alec Dick, the extravaganza featured male and female dancers, celebrity singers, a Coupe being assembled on-stage from the chassis up by a team of apprentices in just four minutes, the car then driven off stage by celebrities, and eventually swarms of Press inspecting the cars. It was a great success.

Italian stylist Giovanni Michelotti collaborated with Triumph's Chief Designer Harry Webster to produce a vehicle radically different from its immediate predecessor, the Standard Super 10. There was no other car on British roads with design features of the era like rear fins and headlight helmets.

The full steel chassis frame featured independent suspension on all four wheels, rack-and-pinion steering with a 25-foot turning circle (better than a London taxi), and the ability to mount different body designs. And so the convertible, estate and courier van came into being from 1961. The original 4-cylinder 948cc engine was replaced with the 1147cc in February 1961, the 1296cc in September 1967, and two 6-cylinder vehicles, a 1596cc in April 1962 and a 1998cc in September 1966. The two 6-cylinder models are known as "Vitesse".

Herald Coupe production started in January 1959 and Saloon in March 1959. All Herald and Vitesse production stopped in May 1971. During those 12 years, almost

600,000 cars of two basic types, with five body options, four- or six-cylinder engines and numerous model names had been produced.

Herald production numbers:

Engine	Saloons	Coupes	Convertibles	Estates	Courier	Total
948cc	92706	15157	8258			116121
1147cc	255950	5312	43299	39821	5136	349518
1296cc	49433		16091	17118		82652
Totals	398089	18469	67648	56939	5136	548291

Vitesse production numbers:

1596cc	22818	1	8459			31278
1998cc	12978	6974				19952
Totals	35796	6975	8459			51230

Alan Andrews

TCCV Member

1960 Herald Coupe Owner



Jumping the Barbed Wire

In a recent article “*Triumph and Siegfried Bettmann*”, referring to the 1963 film *The Great Escape*, I asked: “Does that make Steve McQueen’s attempted escape over the wire on a Triumph motorcycle historically correct?”

Well, it turns out that page 73 of the UK April-May *Triumph World* magazine definitively answers with a resounding YES.

To quote the first paragraph: “Film star and accomplished competitive motorcyclist Steve McQueen took delivery of a 650cc Triumph Metisse Scrambler in 1966. A cover feature in the US publication *Popular Science* quoted him as saying, “This rig is the best handling bike I have ever owned.” And the King of Cool knew his bikes. No mere Hollywood poser, he had ridden standard 650cc Triumph TR6 Trophies in tough desert races and enduro events such as the International Six Days Trial. And he ensured that a Trophy disguised as a German military motorcycle was used in the famous bike jump in the 1963 film *The Great Escape*.”

So, not a Triumph made in Germany by the Triumph-Adler Company, but a UK Triumph in disguise. Mystery solved!

Alan Andrews

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of TR6**

Anniversary Poster

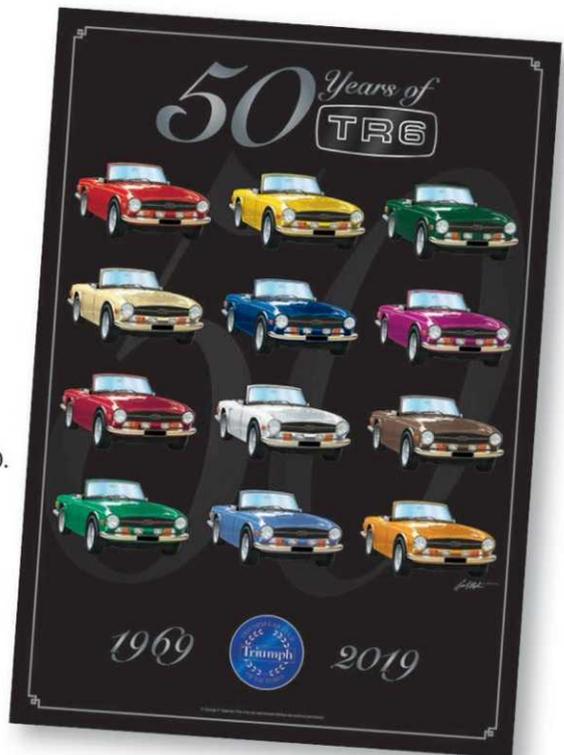
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of which \$5 will be donated to the club.
Postage is a additional cost of \$11.
Size of the poster is A3.

Contact George on 0404 054 028
or email: carportraits@optusnet.com.au



NB: Limited number of posters available. I won't be doing another print run.



The First Truly Ecologically-Friendly “Car”

A medieval Italian inventor came up with several amazing technological ideas that were way ahead of his time. His work would later inspire famous Renaissance thinkers, including Mariano di Jacopo, better known as Taccola, and Leonardo da Vinci.

Guido da Vigevano (1280 – 1349) was an Italian physician and engineer who served the French court as personal physician to Emperor Henry VII until 1313 when that emperor died. Later he was close to King Phillip VI from 1335 to 1349 when he was Queen Jeanne de Bourgogne personal physician. He wrote several notable books about medicine, anatomy, hygiene and “the art of war”.

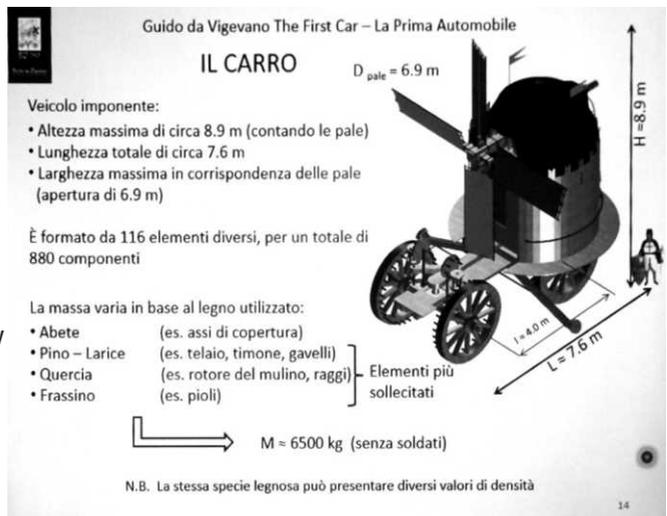
In 1328, King Phillip VI was planning another crusade in the Holy Land. Guido developed inventions to aid in that campaign. Inventions such as a pontoon bridge, a paddle boat, a siege engine with a liftable platform, and a submarine. He put his drawings into a book for the king. For readers with an interest, he entitled it *Texaurus Regis Francie Aquisitionis Terre Sancte de ultra Mare*. One of his most unusual ideas was an ecologically friendly wind-propelled “car” using 22’ 7” (6.9 metre) diameter windmill blades. Perhaps its primary purpose was to cause general panic and fear in the ranks of the enemy rather than an effective war machine, who knows.

It was 25’ long (7.62 metres) and fully enclosed, just like my caravan! Its sturdy wooden wheels measured 10’ 10.5” (2.4 metres) diameter. It could be powered by a windmill through a series of wooden gears or by a hand crank in times when the wind was light. Several soldiers could be accommodated in the turret. He wrote that a master millwright could build it, giving all necessary instructions and measurements with his 2-dimensional drawings.

King Phillip never left for the Holy Land, so Guido’s inventions were never built and tested. So that was that. Today, much is being done in the car-manufacturing world toward designing and producing ecologically-friendly vehicles, but the idea seems not to be a new one.

Alan Andrews

(Researched from the internet)



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 28).

Club Membership

In March we welcomed two new members to the TCCV. Kenneth Colson who drives a 1968 Herald Convertible and Tony Zuiderwyk who drives a 1974 Stag.

Our current membership is now 238.

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@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	M: 0491 107 869
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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