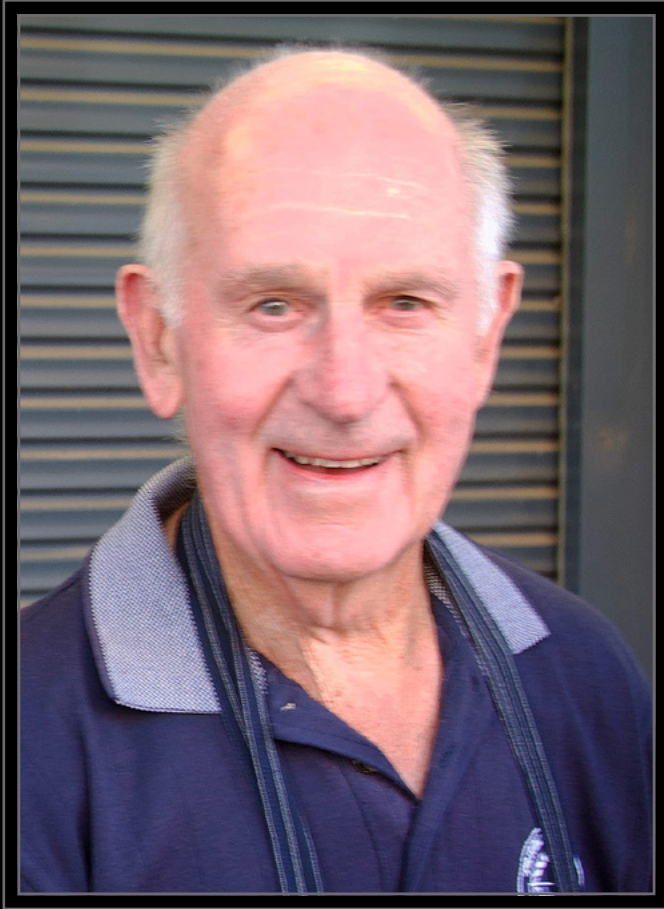


The TRIUMPH

April 2025

TRUMPET

The Triumph Car Club of Victoria Magazine



Vale John Seeley



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The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

Articles in the Triumph *Trumpet* may be quoted without permission; however, due acknowledgment must be made. This magazine is published bi-monthly – every two months – and our aim is to mail the magazine by the second Wednesday of the month of publication. Articles can be sent to the Editor at any time.

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The Triumph *Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A00034275)

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

Design and production of the *Trumpet*:
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Vale John Seeley

By Roger McCowan

Although John and I both attended the inaugural meeting of the TCCV in March 1983, it was a few months before I got to know both John and his wife Fay. Many who joined at that time were in their late twenties or early thirties, whereas John and Fay were in their mid-to-late forties. Despite the age gap, it was easy to get to know them as both were very affable and friendly. Writing this now, it is difficult to separate out John from Fay; they were an ideally matched couple, doing everything together and taking an interest in everyone. Being older than most of us, John took on the father-figure role, gently guiding and advising us when planning events, etc.

A number of members at the time had young children, so come the first Christmas after the Club was formed, John and Fay opened their home in Glenroy (now Hadfield) and hosted the Christmas party. John dressed as Santa Claus, and did so for many, many years

since then, until those who had been young children in the 1980s were too grown up.

John's friendly nature ensured that any new members were made to feel most welcome. I remember that a friend of mine who didn't have a Triumph car decided to join the Club because the Club's mission statement ('For the preservation of the Triumph marque') resonated with him and, more importantly, the events that the Club organised were both enjoyable and interesting. While some members at that time wouldn't even speak with my friend (because he didn't have a Triumph), John would always take the time to chat with him.

As a father figure, he looked after us as a Club. For many events over many years, such as the annual concours, John would bring along a barbeque, set it up and cook. He (with a bit of help from some other members) built a custom trailer for the barbeque, chairs, banners, etc.

In the early 1990s, when no-one else was willing or able to take on the role of Editor of the *Trumpet* magazine, John stepped into the job, armed with a typewriter, not a computer! A couple of years later, he was elected President.

In the years before the internet became prevalent, the Club needed some visibility, which was through directory listings in the White and Yellow Pages. Since the people fulfilling the roles of President, Secretary, etc. changed every year or so, a more permanent listing was needed. Yes, John offered to provide his home phone for this

purpose. Therefore, any enquiries to the Club were answered by John. He provided this service for probably 20 years (I can't remember the specific dates). Although some enquiries related to joining, often the caller was ringing to enquire about selling a Triumph car they had. When the phone service was superseded by email and the internet, John (and Fay) have continued to present a "Triumph Trading" report at the monthly meetings.

In 2003, John was awarded Life Membership (along with Fay) for dedicated service to the TCCV over two decades. But John was not the sort of person to rest on his laurels after this award. He just kept on doing all he could for the Club, making members feel welcome and helping in a variety of ways.

Our heartfelt condolences to Fay and the family at John's passing.

TCCV Club Members Remember John

Alan Andrews TCCV #572

There was standing room only at John Seeley's funeral on Thursday 27 March as many friends gathered to say "Cheerio" to him.

Triumph Car Club and TSOA members honoured his memory too, showing support for Fay and family. John and Fay have been members of each club for more than 30 years taking leading roles over that time in both clubs. Little wonder they both were honoured with Life Membership.

As was said in the eulogy, John was always willing to help people in any way he could, hence the crowd at his passing.

Eight classic Triumph cars assembled behind John and Fay's BRG TR7 on the portico of the funeral parlour.

From front to back in the photographs (see pages 4-5), there was the Seeley's (BRG TR7), Bernie Minogue (green Stag), Peter Welten (blue Stag), Peter & Janelle Falkner (red Stag), Colin and Ann Jenkins (yellow Dolomite Sprint), Chris and Sue Burgess (purple 2500 TC), Jenny Costalunga (blue Stag), Joan and me (white Stag), and Denise McGuire (yellow 2500 S).

Other members attended, in no particular order and, as I recall: Tony Cappadonna, Brian Churchill, Ed Ferguson, George and Jean Coulter, David & Geraldine Glenney, Nigel Ross-Gilder, Phil Riley. Eddie Madden was also there.

Fay expressed her appreciation to all club members for attending in person or over the internet.

RIP John, you leave a legacy to be admired and remembered.

The service was streamed live. I don't know how many logged in, but reference was made of a significant number. If you missed the service and would like to view it, click the link below or copy and paste it into your browser.

<https://view.oneroomstreaming.com/index.php?data=MTc0MjM1MjE1NTM1ND-Y5MSZvbWVyb29tLWFkbWluJmNvcHlfbl-Gluaw==>





It was with great sadness that we learned of the passing of TCCV founding member John Seeley in March. Thanks to Roger McCowan for his lovely tribute to John and to Alan Andrews for his words about John's well-attended funeral.

This month's magazine also features a number of stories about the Triumph Herald. The June magazine will feature the Vitesse, so if you own – or have owned – a Vitesse and have any tales to tell about this model, let me know.

Thanks again to Alan Andrews for his photographs and report about the Isabelle & Marcus Foundation Classic Car Day in March.

And many thanks to all those members who took the time to respond to the recent member survey. Results relating to specific questions can be found in the magazine, with answers to the more open-ended questions to be discussed at the May general meeting.

Membership Renewal notices will be emailed to all members in May, so make sure your contact details are current so you will be sure to receive the notice.

As you may know, this month's edition of the *Trumpet* will be the last printed version of the magazine. From June, it will be available online through the website. As a major cost to the club each month for printing and distribution, the TCCV's financial situation will be more secure in the future as a result.

As you would also know, the TCCV is on the hunt for a new *Trumpet* editor/designer. If you are interested in taking on the role of editor and/or designer, you are welcome to contact me to find out what's involved (editor@tccv.net).

We would be happy to hand over the current magazine 'template', which uses Adobe Indesign, or you might want to come up with a completely new approach. Consistent inclusions include the President's Briefing, the Editor's Note, Coming Events and Members' Information, together with the Club Contacts page. The remainder of the contents depends on what the editor would like to include or feature and/or what articles are submitted by members and those attending various events.

So, give it some thought. I look forward to talking to anyone who may be interested in taking on the challenge!

NOTE



Current Advertising Rates

6 issues published annually

\$500 full page, \$250 half page

Advertisers to supply artwork

(specifications can be supplied).

Disclaimer

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WHAT'S AROUND THE CORNER?



TCCV general meetings:

7.30pm on the third Wednesday of the month at the Manningham Hotel & Club, 1 Thompsons Road, Bulleen VIC 3105

Register on the TCCV website **by midnight the day before** the meeting.

For more information, flyers and booking/registration details for these and later events simply [CLICK ON event](#).

APR. 13 / TCCV April Lunch

12.30pm at Wyndham Cache Restaurant, 243 K Road, Werribee South.

APR. 16 / TCCV April General Meeting

APR. 27 / Show and Shine – Alexandra

An inaugural event at Kellock Lodge, 740 Whanregarwen Road, Alexandra. \$10 per display car, includes driver. \$10 per passenger/spectator.

MAY 3–4 / Stick Shed Tour

A weekend being organised by member Stu Smith and includes an overnight stay at Magdala Motor Lodge, 3149 Western Highway, Stawell, on Saturday. Call 03 5358 3877 before 16 April to book your room.

MAY 7 / 2025 May Midweek Breakfast

Details TBC.

MAY 18 / 2025 National Motoring Heritage Day

At Trentham, Geelong and Ringwood. Entry from 10am. Public 10.30am. Entry by a gold coin donation.

MAY 21 / TCCV May General Meeting

MAY 25 / 2025 Show and Shine

A joint TCCV and TR Register event. Venue: Melbourne Steam Traction Engine Club, 1200 Ferntree Gully Road, Scoresby.

JUN. 18 / TCCV June General Meeting

JUL. 16 / TCCV July General Meeting

JUL. 20 / TCCV President's Luncheon

At the Upper Yarra RSL, 119 Settlement Road, Yarra Junction. Meal subsidised for members and partners. Seniors' meals available. Order off the menu. Arrive 12.00 for 12.30.

JUL. 26 / Lancefield Farmers Market Run

Meet at 7-Eleven service station, Ardeer North on the M80 Ring Road, northbound. Arrive 9am for 9.30 departure. Lancefield Market 10.30am–12noon. A great market – bring bags to stock up. Lunch at The Lost Watering Hole Brewery, 8/10 The Crescent, Lancefield.

AUG. 16 / 2025 MSCA All British Day

Supported by the Jaguar Car Club of Victoria, Triumph Sports Owners Association and the MG Car Club of Victoria. 9am–5pm, Winton Motor Raceway, 41 Fox Street, Winton 3673.

AUG. 20 / TCCV August General Meeting

SEP. 17 / TCCV Sept. General Meeting

OCT. 15 / TCCV October General Meeting

OCT. 24–26 / 2025 Tri-State Run

NOV. 19 / TCCV Nov. General Meeting

DEC. 14 / 2025 TCCV Christmas Party

Event Coordinator: Graeme Oxley

m 0413 135 779

email events@tccv.net

For the most up-to-date and complete calendar for the year.

TCCV events are labelled with 'TCCV'.



COPY DEADLINE ANY TIME IS GOOD!

Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month before publication.

Please forward to editor@tccv.net
or contact

Fran Madigan on 0403 133 063

President's Briefing

By Tony Cappadona, TCCV member #662



Hello members. During March we lost another valued TCCV member. John Seeley has been a stalwart of the TCCV since its beginning in 1983. He was a foundation and

life member, his member number is 18. John has been a regular attendee at club meetings up until his 90th birthday which was in February this year. John and Fay have been in charge of Triumph Trading for as long as I can remember. The TCCV extends our sympathy to Fay and the Seeley family at this sad time. John will be greatly missed at the TCCV.

TCCV has closed its member survey. We had a good response with a return rate of 52%. The graphs of the survey are published in this addition of the *Trumpet*. Open questions and comments will be tabled and presented at the May general meeting. I encourage you to give feedback and recommendations on the survey results. This is your club; the purpose of the survey is to help the committee tailor club services to suit all members. Please send feedback to committee@tccv.net or president@tccv.net

The committee has decided to make the *Trumpet* online only. This will help to reduce overheads: the *Trumpet* is by far the major financial overhead of the club. This April edition is the final *Trumpet* in print. By not printing the magazine we will be able to reduce the \$60 membership fee to \$50.

Our *Trumpet* editor Fran and designer Jimmy have advised the TCCV that they will no longer be in the role after the August AGM. Fran and Jimmy have done a first-class job with the *Trumpet*, the magazine is a very professional publication and a valuable asset to the club. Most of the work in sourcing articles for the magazine over the last few years has been performed by Fran and Jimmy. This will need to change if the TCCV is to have a magazine into the future.

Putting together the magazine in itself is a lot of work without the added burden of sourcing the articles. TCCV will be looking for a new editor. If this position is of interest to you, please get in touch with me for more information. It is also important that members start contributing articles to the *Trumpet*. We have had a good response in our survey with many members saying they are prepared to write articles. I have contacted these members to try and get things moving. If you have any ideas for articles please make contact with me. Unfortunately, without members contributing articles and unless we can find a new editor the *Trumpet* will not survive.

Having said that, the TCCV is very fortunate to have a very good website and a very good webmaster in Alan. Much of the information that is in the *Trumpet* can be found on the website except for the feature articles. I am in favour of having a magazine, it's like a pulse, letting everybody know we are still going strong.

TCCV has been very fortunate to have Fran and Jimmy producing the club magazine, we owe them a debt of gratitude for the work they have done for us.

HARK, THIS HERALD'S ANGLES SING



1968 Triumph Herald – Hark, This Herald's Angles Sing

15/09/2016 *Featured Projects, New Zealand
Classic Cars, Restoration, The Surgery, Triumph*

When David Burke-Kennedy went to visit the owner of this beautifully restored Triumph Herald, he was surprised in more ways than one.

You can't help smiling when you reach the end of the long driveway to Andrew Cowsill's pristine 19th-century house. His shinier-than-new 1968 Triumph Herald sits beaming proudly in front of it – as if to upstage the beautifully restored and landscaped villa. If this was being written for a classic house, garden and car magazine, you'd be hard-pressed to know which to focus on first — the romantic charm of the house, with its narrow staircases, low sloping

ceilings, and walls and mantelpieces crammed with collectables from over several centuries; or the head-turning nostalgic linear Italian design of a car, which is almost a third its age? Given the title of this magazine, the Triumph Herald it is. And it is stunning, having been beautifully brought back to life by the talented team at e Surgery, after having had at least six previous owners.

It wasn't what Andrew Cowsill was looking for. "I was looking for a first classic to work on, something like a Volkswagen Beetle or Karmann Ghia," he admitted, "but the ones I looked at on Trade Me made me think, what a lot of work.

"Other stuff you may like' popped up on screen, and there was this Triumph Herald advertised for sale



by The Surgery.

"I rang him and asked him to tell me everything that needed doing to the car."

His reply was, "A few chips in the glass and some minor corrosion in the hubcaps.

"That's all. It's not Concours condition, but you can drive it, enjoy it, and put it in a club show ..."

"I began to bargain," Andrew said, "but The Surgery informed me someone else was coming to buy it later that day. Well, he was asking less than what I'd budgeted to do up something else. So, I bought it there and then, unseen!" The little Triumph set him back around \$13K, but it came complete with receipts for repairs and restoration over recent years of around \$55K. Back in 1968, the car would have cost \$2,149 new – about \$36K in today's terms.

For Andrew, that day might have felt like all his birthdays had come at once – in fact, coincidentally, it actually was around his birthday. "And this was my present," he said, laughing.

The Herald's birthday was back in 1959 when the Standard-Triumph International company of Coventry launched it with a do-or-die fanfare of stunts and publicity that made the British motoring public sit upright. In late 1958, prototypes were driven from Cape Town to Tangiers — with every mile and stopover filmed for subsequent PR campaigning. Such was their performance, few changes were needed when the car went into production with its four-cylinder 948cc

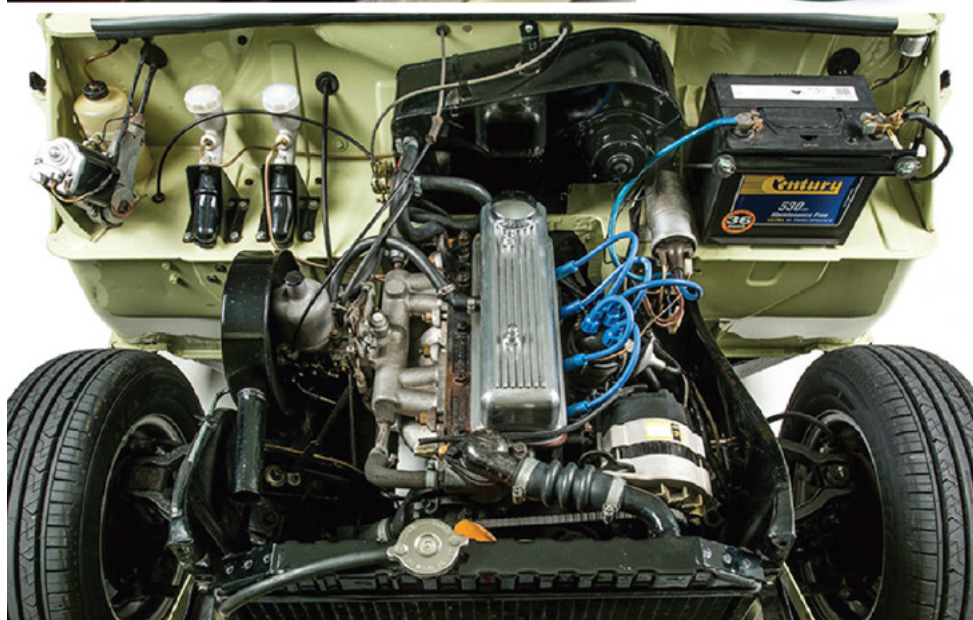
overhead-valve engine and manual four-speed gearbox.

The Herald was targeted at the emerging and increasingly affluent middle-class Briton – this was, after all, the eve of the swinging '60s, when people had more money, and London was about to be the capital of cool! The newly affluent wanted more than an everyday shopping basket of the type that was being churned out by some other car makers for the 'common' people ... And so, we saw the triumphant arrival of the Herald.

Commissioned to design the new model by the Standard-Triumph board, Giovanni Michelotti created an eye-catching two-door saloon with razor-edged style notable for its large glass area, which promised 93 per cent visibility. Its engineering was also different from alternatives, with its body mounted on a separate chassis instead of being monocoque entire front hinged forward to provide engine access. Every panel, including the roof, could be unbolted – which made it easy to later create coupé, convertible, and estate-car styling, as well as the original two-door saloon.

It was no surprise that the Herald's launch at London's Royal Albert Hall on April 1959 was also an attention-grabbing stunt captured on film. Four apprentices wheeled out the car in sections and bolted them together in three minutes. The end product was subsequently driven right across Europe, virtually as assembled.

The car was promoted and perceived as having a certain fashionable chic at a



time when being fashionable counted – in music; lifestyle; and, of course, fashion itself.

While praised for its Italian-inspired looks, easy driving, visibility, easy access for repair, and a turning circle so tight that the car could almost be driven up its own exhaust pipe (it boasted the smallest turning circle of any production car at the time), the 25.7kW (34.5bhp) Herald was panned for its average performance, handling, and high price. It was initially a slow seller and quality was adversely affected as production was stepped up to meet demand.

At the beginning of the 1960s, the Standard Triumph Company was hitting the wall financially. Leyland Motors took over, injected much-needed cash, and redeveloped the Herald as 1200. Launched in 1961, it featured a more powerful 29kW (39bhp) 1147cc motor; better seating; better performance; minor embellishments, including a simplified grille, rubber bumpers, and – what would later prove an attraction to Andrew Cowsill – a wooden laminate dashboard; as well as overall improved quality. Sales picked up at a time when the likes of Ford and others were launching new small models such as the Mini.

Until 1971, when production ceased, almost 600,000 Heralds were produced and exported – many as complete knock down (CKD) units for local assembly in countries such as Australia, New Zealand, India, Ireland, Malta, South Africa and Peru.

“They were probably the Suzuki Swift of their day,” said Andrew Cowsill. His

previous ‘classics’ were nothing like this. His first car had been a ‘55 Beetle, and this was followed by a Mk1 Ford Escort and an awesome Audi 100 Turbo, which exploded and died in grand fashion on the Auckland Harbour Bridge.

Back in the day, his father owned a Triumph 2000 and a string of MG T types – TC, TB and a TD in Palmerston North. The car enthusiasm carried over to Andrew’s brother, who went the V8 route, and his sister has an MG.

“I wanted a car with a wooden dashboard and leather upholstery,” Andrew said, laughing, “probably influenced by working over varsity holidays as a car groomer at Archibald and Shorter.”

The Triumph doesn’t have the leather – genuine red vinyl instead – but it does have the wooden dashboard punctuated with a few knobs and buttons to operate single-speed wipers, choke, headlights, and heater – for the windscreen fan, not the passengers.

“I bought it for the condition and what I was getting for the money not because I wanted a Triumph, but I came to like it – in particular, the 1500 Dolomite motor and all-synchro gearbox instead of the 1200cc the standard Herald came with. It’s not fast by any means, but it keeps up well with traffic and, because it has independent suspension, it’s entertaining on a twisty road – it gets along at a fair clip.”

“I drove it back from Wellington with Dad after I bought it, and he reminisced about old British cars and he gave me tips about looking after this one. Done a

few long trips – boiled the brakes going from Auckland to Napier, so they've been converted from drums to disks." He now carries enough spares and an original toolkit to virtually rebuild the car on site should he need to.

But how did he find a car in this condition?

A Hong Kong-based client had contacted The Surgery saying she'd bought a Triumph Herald online in New Zealand and that she wanted them to restore it "back to its former glory". She told The Surgery that it would only be used for future planned summer vacations in New Zealand with her partner. The time frame of the restoration was to be about three years.

The Herald was subsequently transported to The Surgery, where the team commenced the disassembly and assessment of the car. It turned out to be a nice original car from the start, but it was rather worn out and had a fair amount of rust in most areas.

After emailing numerous photos, options, estimates, and quotes to the owner, The Surgery received a reply saying, "Please go ahead, I want no stone to be left unturned, I want an as-new Herald," so the project began.

The restoration work was carried out over the following three years. All work was completed in-house at The Surgery with literally hundreds of progress photos emailed to the owner during the restoration, resulting in a very satisfied client at the end of the three years. Finally, the Herald was completed and ready for delivery.

Then, out of the blue, they received an email from the owner saying that their circumstances had changed and that they no longer had a use for the Herald. She then asked The Surgery if they could sell the car in New Zealand and wasn't concerned about the price but wanted it to go to a good home, someone who would appreciate it.

Initially, The Surgery considered taking over the ownership, because the team loved the little car to bits, but logic stepped in and they decided that they already had too many cars, so it was listed for sale in New Zealand Classic Car magazine, and, within a couple of days, an appreciative new owner was found – Andrew Cowsill. Since purchasing it last year, Andrew's modified and dressed it up for touring – fitting bigger 175x17x13 tyres with whitewalls on larger Triumph Vitesse rims. Other modifications included an alternator and halogen headlights, and he plans to install a Triumph Spitfire diff. On the motorway, it's easy to see why the car has become Andrew's weekend-driver ahead of his company seven-seater SUV with technology that blocks out all sound and feeling, as do so many of today's executive vehicles.

The Herald is fun. The motor rasps noisily and determinedly like Barry White with bronchitis but without the coughing, and the ride is nowhere as bouncy as you might expect from a light car of this era. Performance is also quite respectable – the car pulls and handles well when you need to accelerate from 80 to 100kph, and it certainly won't have you holding up a line of traffic as you wind your way up

the Rimutakas. Coming down the other side would also be quite entertaining, thanks to the car's independent suspension demonstrated on early black-and-white TV commercials with a Herald bouncing down steps, its driver in pursuit of an attractive woman.

As a Triumph owner, Andrew soon discovered the immense support available from the Auckland Triumph Club. Apart from outings – many impromptu – support ranges from advice and resources available on anything from wheel alignment to general care and maintenance and parts sources. And he's made many friends. Member Steve Douglas, a mechanic who works from home, has an encyclopaedic knowledge of Triumphs and a seemingly inexhaustible supply of parts, and he's helpful to everyone. He is also an avid collector of the Triumph Vitesse, a sporty V6 derived from the Herald.

Andrew's Herald quickly attracted attention when it arrived in Auckland and took out the club's show 'n' shine awards, trophies for which are proudly displayed in the old villa. "Those years of cleaning Jaguars over the holidays paid off," he quipped.

If there's a downside, it's that the car is too approachable. "Whenever we park, someone approaches us with the news that somebody they know had one: there are traffic light conversations, hand waves ... never had that before with any old cars."

"If you're in a hurry to get somewhere, don't bet on doing it," he says. "People approach you all the time in service

stations. Their mother, sister, friend, the family had one back in the day, and so on. They wave at you in the traffic, almost run others off the road as they stare at the car — they want to chat when you're stopped. I've been stopped by friendly cops when the speed's been a little more than I realised. They had aunties who owned one ... and I got a warning."

The odometer reads 45,672 miles (73,501km), though, on the original motor, it did a lot more according to the papers. But it's only needed three oil changes over the 5,000 miles Andrew's driven. Now he's planning to ship the car overseas to take part in classic rallies.

The Surgery is restoring another for a club member, finishing it in the same Cactus Green colour. No doubt it'll be another Triumph of restoration.



The SURGERY



"The Surgery" is a car restoration business, based in Wellington N.Z., specializing in classic and collectible cars, offering a world-class standard of restoration with a focus on craftsmanship, integrity, and customer satisfaction.



Triumph Herald Review

Classic Cars for Sale

Still one of the best classics for charm, practicality and DIY simplicity ...

With a maximum of 61bhp from the later 13/60, the Herald is rather genteel, but accurate steering and a good gearchange allow you to pootle around without too much bother. Even the earliest Heralds can nudge 70mph, though 1200s introduced disc brakes, which are preferred. Refinement isn't a huge strong point, but it's all part of the Herald's charm, although the high gearing doesn't suit all tastes or driving styles. Stay away from the limits and you can corner briskly and safely. Indeed, bends can be taken quickly by employing the racing-type drift corner, a technique to which the Herald adapts itself beautifully and gives absolute safety, together with a certain amount of thrill for both driver and passengers. Convertibles offer the benefit of sun-worship for four in comfort, which is a real boon on warm summer days. If you fancy a bit more go, the number of Spitfire tune-up goodies comes in

handy, but consider suspension and braking modifications if you intend to boost the power output significantly.

What to look for

Bodywork & Chassis

Check for rust on the leading edge of the bonnet, the wheelarches and around the headlamps. With the bonnet open, check the bulkhead, especially around the brake and clutch fluid reservoirs. Spillage here strips the paint and allows rot to gain a foothold. The front of the chassis is usually sound, often helped by regular drips of engine oil.

Engine

The engines are surprisingly hardy, but watch for blue smoke and a regular knocking that suggests a worn bottom end. Be especially wary if a 1500 engine has been fitted, as they offer more power, but a weaker crankshaft. Check the engine starts well from cold and that it pulls well during a road test. Gearboxes can get noisy with age. If it all goes nice and quiet in fourth, suspect worn layshaft bearings. Watch for jumping out of gear, especially when you release the throttle after accelerating. Synchromesh can fail too – second is usually the first to go. First gear never had synchromesh. A reconditioned gearbox will set you back around £250. A wobbly gearlever might just be worn bushes – a cheap and easy fix if that's the case.

Brakes

The steering allows that famous turning circle of 25ft. It should be direct and free of play, so if you have to fight to keep the car in a straight line, something is probably amiss. Wear can develop in the trunnions, which need regular lubrication with a heavy oil. Ask the seller whether this is carried out and how often – every 1,000 miles is the recommendation. Ideally, you should jack the car up and try to wobble the front wheels. The front suspension is simple coils and wishbones, but worn dampers will make the car very skittish and bouncy.

The rear suspension is the weak point. Pushed hard, a Herald may suffer wheel-tuck, which brings in severe oversteer. Some fit Spitfire-type swing-spring kits, but with Herald power, the chance of you upsetting the back end are fairly remote. Tired dampers can make the back end feel very unsettled, but more of an issue is a tired road spring allowing the back end to sag and upset the balance of the car.

Interior

Check the state of the interior. They can get very dog-eared if neglected and are surprisingly expensive to put right. Rimmer Brothers sells complete interior re-trim kits – for doors, side panels and seats, from £1220. It also includes sound insulation, seat foam and a new headlining. Water ingress is the main issue. Tired windscreen and

door seals won't help, but nor does the bolt-together construction. A well-constructed Herald should not bang and rattle unduly on the road, so avoid 'loose' examples.

Our verdict

The Herald is still remembered fondly as one of the best small cars built in Britain. It may have lacked sophistication compared to its rivals, but it was well conceived given the limitations forced upon Triumph at the time. The pretty coupé is rare but stylish, the convertible surprisingly practical and not too hard to find. Estates and vans are very rare – most led hard lives – but the saloon is by far the most common. Yes, you can unbolt the roof if you trust to good weather, though make sure a convertible is genuine. The rear body was stiffened on the latter, so check that any converted saloons have had the requisite adjustments made during the process.

But it's that swing-up bonnet and sheer simplicity that are a large part of the appeal. Few classics are easier to work on. The Herald is the ultimate in Meccano-like construction, and that does little to diminish its appeal.





The Triumph Herald That Won An International Rally

deRivaz & Ives Magazine

Images: Makarand Baokar

Despite the Herald being manufactured in India by SMPIL (Standard Motors Products of India Limited), several Triumph Heralds seem to have been imported into India during the 1960s. The fact that parts would be easily available may have been an incentive, or the brilliant 'modulable-ability' of the Herald design could have been another attraction. Italian design maestro Giovanni Michelotti's concept of a 'modular' design meant that the Herald could be easily configured to a saloon, or a convertible, or coupé, estate or van.

A few convertibles, estates and coupés found their way to India, as did this more powerful version of the Triumph Herald, a 13/60, featuring a 1296cc iteration of the Herald engine. What makes this particular car special is its motorsport history: it's the car that took an Indian team to a historic victory in an



international motorsport event for the first time.

The first Asian Highway Motor Rally, from April 1969, was restricted to the Southeast Asian nations from Vientiane (in Laos) to Singapore. The Second Asian Highway Motor Rally was going to go right through India: it would begin in Teheran, Iran on the 7th of November 1970, and end in Dacca (which was the capital of East Pakistan then) on the 15th of November, passing through Afghanistan, West Pakistan, India and Nepal.

Motorsport enthusiasts Mohinder Lalwani and Nazir Hoosein wanted to participate. They roped in Suresh Naik as mechanic and convinced the late

Ajaypat Singhania from the Raymond Group to come in as a sponsor. For a suitable car to compete with, they turned to bon vivant and fellow racing enthusiast Jehangir Nicholson for his recently imported Triumph Herald 13/60. As the rally was going to be a time-speed-distance (TSD) competition, speed was not an essential, so the car was modestly modified with a high-performance camshaft, a pair of twin-choke 40DCOE Weber carburettors and closer ratios for the gearbox.

Sixty-two cars from eight countries (India, Iran, Japan, Nepal, Pakistan, Singapore, Sweden and Thailand) took the start of the rally, which took drivers over one of the world's toughest routes, covering over 6,800 kilometres. Sponsored by the UN Economic Commission for Asia and the Far East (ECAFE) to promote trade and tourism in Asia by publicising improved road network across the continent, the rally was a bit of a disaster, as the crowds in India got too excited and started stoning the cars and aggressing the drivers.

Most of the run in India was reduced to a convoy of cars under police escort, with just 46 cars eventually finishing the rally. Fortunately for Lalwani, Hoosein and Naik, they had got into the lead early on – by the time they had reached Lahore, and before they had entered India– with the rest of the run becoming a procession. Nazir Hoosein later bought the car from Ajaypat Singhania's Raymond Woollen Mills in 1982. Since then he had conserved this historic car in its near-original state with the odometer reading a genuine 42,122 miles! After he passed away, in 2019, Mohinder Lalwani acquired this historic Herald.





'Tiny' in his Triumph Herald during the 1960 Alpine Rally © Motorsport Images

Ian 'Tiny' Lewis (November 1924 – September 2014)

The Imp Club / John Holloway

Lewis owned and ran Time Garage, Bedminster Down, Bristol, from where his racing and rallying career started, entering events at local motor club level, rallies, sprints, trials, etc. with his prepared cars. He then progressed into more national and international events, initially driving a Standard Ten and then a Standard Pennant, both registered 'TL 5', a number he carried with him on quite a few cars. Robin Turvey co-drove, both later together again driving a Sunbeam Talbot on the 1954 Criterium des Alpes, also the 1955 Monte Carlo Rally.

Lewis entered the first of his Tulip Rallies in 1957 for his club, the Bristol Motor Cycle and Light Car Club (BMCLCC) as it was then called, in his Standard Ten, partnered by Tony Nash (another local man who later went on to works rides for BMC) finishing 71st overall.

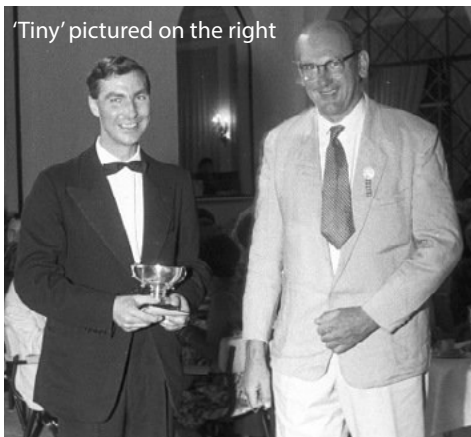
In 1958 he started to rally a Triumph Herald with a little works support competing in the 1959 Alpine Rally resulting in a 'Coupe des Alpes', also in the 1960 RAC International Rally which for the first time included loose and tarmac stages, again with a Triumph Herald (wearing 'TL 5'), this time with Triumph works support, winning his class for them.

He was then noticed by the Rootes Competition Department and taken on as a works driver, pushing along the company's Sunbeam Rapiers, Tigers – and of course Imps – at great speed resulting in very good rewards

at international events in the UK and mainland Europe, the Scottish rally being one example where 'Tiny' finished second overall from a very strong entry list on rough forestry tracks, proving the Imp to be a very effective rally car.

My own personal memories are of competing against him on a few local Tavern Club trials, 'Tiny' blitzing the whole field including me, myself driving an early 1963 slightly modified Imp, 'Tiny' driving a works Imp that seemed to be on 'permanent loan'; it may possibly have been the red work's car now owned by John Day, 7742 KV, it certainly was the same colour. Club member Bob Mapstone also recalls him as having X-ray eyes having been overtaken by him very rapidly in very thick fog on the A38. Great Days.

'Tiny' pictured on the right



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Triumph Herald Hatchback

Below the Radar / Richard Dredge

The Triumph Herald was launched in 1959 with a 948cc engine, with a choice of saloon or coupé body styles, with a convertible added in 1960. When the Herald 1200 arrived in 1961 it added an estate to the mix, which was also offered in van form as the Courier, but there was no hatchback option because there was no appetite for such a thing. Within a decade everybody would go hatchback crazy, but in the early sixties the Renault 4 and Austin A40 Farina Countryman were the only mainstream options.

Things were changing by the mid-sixties though. Renault unveiled the 16 in 1965, a car that would revolutionise family transport with its spacious and

versatile interior, front-wheel drive, impressive comfort and excellent handling. Over the coming years a raft of family hatches big and small would appear, changing the face of family motoring forever.

Triumph could see which way the wind was blowing, and in 1965 it commissioned Giovanni Michelotti, its favourite freelance designer, to come up with a Herald hatch. Michelotti had styled the Herald, and having come up with four body styles already, upping that to five wasn't going to be difficult.

For more on this fascinating and unique Triumph Herald prototype go to :

<https://www.below-the-radar.com/triumph-herald-hatchback/>

Triumph Herald 13/60 Estate

The Triumph Sports Six Club

Overview

The 13/60 was the last version of the Herald, intended to update the original concept for a final fling. Production started at the end of August 1967 and the model was launched in the October. It was fitted with the 1296cc engine which it shared with the Triumph 1300 FWD car. This gave it 25% more power than the 1200 model. The same engine was also used in a higher-tuned form in the Mk III Spitfire and 1300TC.

It was available in the usual Saloon, Estate and Convertible versions but with revised front end styling based on the Vitesse bonnet fitted with single 7 inch headlamps. It had redesigned and more comfortable seats plus a revised dashboard.

Estates always had 9 gallon fuel tanks, fitted under the boot floor. Later cars were fitted with Mk IV Spitfire steering locks.

As with the rest of the range, parts availability is very good with most mechanical parts easy to come by. Original and reproduction body panels plus repair sections for the most vulnerable areas are also obtainable from a large number of suppliers, although Estate-specific parts are less common.

Even in standard form, the 13/60 is the most driveable of the range, the handling of the Estate version also benefiting from a much stiffer rear spring. Heralds in general regularly figure in articles about good starter

classics in terms of ease of maintenance, value for money and just plain fun.

Estate production ended in May 1971. Good examples are sought after and have been fetching good prices in recent times, quite a bit above saloons. This is partly due to their rarity – a couple of years ago there were only about 75 licensed for road use in the UK plus around another 50 on SORN.

Production

Span: August 1967 to May 1971

Quantity: 17,118

Price

Cost when new: £774

Performance

Acceleration: 17.7 secs

Top speed: 84 mph

Power: 61 bhp @ 5000 rpm

Torque: 73 lbft @ 3000 rpm

MPG: 28-30 mpg

Engine

Configuration: Four cylinders, in-line

Aspiration: Normal

Fuel: Petrol

Fuel delivery: Stromberg 150CD Carburettor

Chassis

Front suspension: Independent, coil spring over damper

Rear suspension: Independent, transverse, 7-leaf, semi-elliptic spring

Drivetrain: Front-engine, rear wheel drive

Steering: Rack and pinion

Bodyframe: Chassis and separate body

Transmission: Four-speed manual

Dimensions

Length: 12ft 9in (3886 mm)

Wheelbase: 7ft 7.5in (2320 mm)

Width: 5ft 0in (1524 mm)

Height: 4ft 4in (1321 mm)

Kerb weight: 17.75 cwt (900 kg)



AUTO EXHAUST SUPPLIES

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FOUR-DOOR HERALD

7 JUNE 2021 By Chris Longhurst

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Between 1958 and 1960 Standard Triumph experimented with a number of body styles that could be built on the separate chassis frame: the saloon, convertible, coupe and estate, and to a lesser extent the Courier Van, are familiar models. In 1960 a one-off four-door Herald saloon prototype (X696) was produced. This variant is described in Graham Robson's book 'Triumph Herald and Vitesse – The Complete Story' (1997) on pp 82-83. A photograph of this car, which was registered 5099 HP and finished in Powder Blue and White with a Phantom Grey and White interior, the front doors are shorter than on the production two door saloon and the C-pillar a lot wider.

The original four-door prototype car disappeared off the 'radar screen'

until around 1977 when it was seen at a Triumph Sports Six Club event in Cambridgeshire as a Triumph Herald 1200 (1147cc engine, white rubber bumpers, walnut dashboard, etc.) only to disappear again until about 2007 when it was acquired by the TSSC and now resides in its museum.

The four-door Triumph Herald was not developed further for the UK market possibly because the more 'modern' looking four-door Triumph 1300 (launched in 1965) was in the planning stage.





There is also an excellent story about the travels and restoration of this 2 litre Herald 1200 at: <https://www.paulstriumphherald.co.uk>

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14th Isabella & Marcus Foundation Classic Car Day

By Alan Andrews, TCCV member #572

This annual Isabella & Marcus Foundation event is a very worthwhile charity assisting children with brain cancer. This year it was held on Sunday 2 March at Bicentennial Park, Scotch Parade, Chelsea, from 10am–2pm.

A good number of Triumphs assembled on Scotch Parade and drove into the venue in style and in convoy. Marshals capably parked us together in a shady spot. It wasn't long before chairs, tables, coffee and nibbles appeared like magic.

I am always amazed at the variety of classic and modern cars at these events. This one was no exception. On our right-hand side was an impressive line-up of Ford Mustangs from the Ford

Mustang Cruisers Club of Victoria. One in particular had twin turbo chargers and a supercharger. Perhaps it might have been a little quicker than anything Triumph produced, but we'll never know!

All the usual British suspects were there in numbers: Rolls Royce, Bentley, Austin, Morris, Wlseeley, Riley,

Then there was Holden, American varieties of muscle, European top-drawer super cars, even Asian offerings. One caught my eye: the latest MG sports car. The one with scissor doors. It was bigger than I thought. Much bigger than an MGB. Impressive though – one can only but dream ...

Come lunch time, most wandered off to the food vans. Not many there this year, but the Lions Club sausage sizzle was good enough for me.

After lunch came the clouds. And then the rain – light, but enough to cause panic amid car owners whose convertibles didn't have a roof: like me!

Anticipating the advertised likelihood of rain in the pm, I quickly extracted a tarpaulin, draping it over the car. Naturally, the wind played havoc, entertaining everyone but me. (Note to self: Get the soft-top refurbished.)

The display was extensive. We all toured it in stages, returning to our cars for refreshment and chat.

The photos show who attended. It was an excellent day. Look for the 15th event next year. Plan to attend. It's worth the effort.

Well done Graeme in getting us organised.









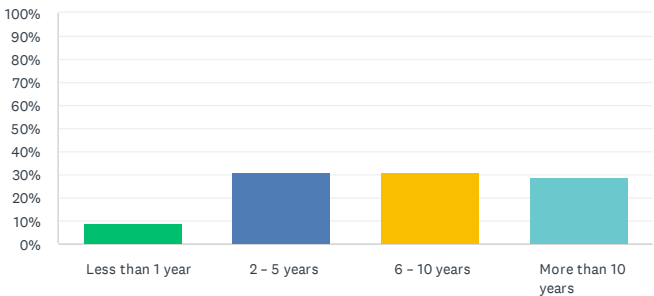


**TRIUMPH
CAR CLUB
of
VICTORIA**

MEMBERS SURVEY

Q1 How long have you been a member of the TCCV?

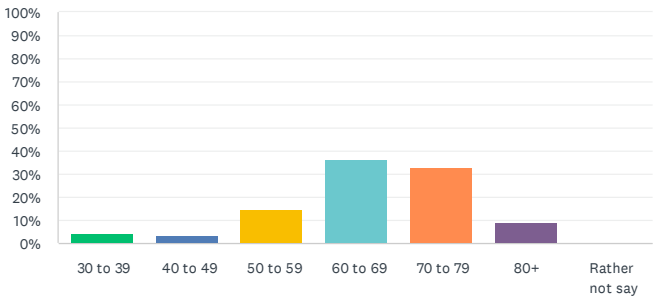
Answered: 135 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1 year	8.89%	12
2 – 5 years	31.11%	42
6 – 10 years	31.11%	42
More than 10 years	28.89%	39
TOTAL		135

Q2 What is your age bracket?

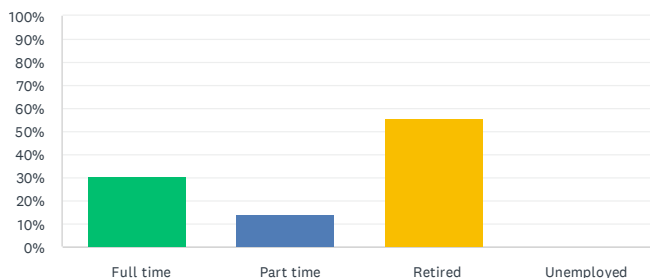
Answered: 135 Skipped: 0



ANSWER CHOICES	RESPONSES	
30 to 39	4.44%	6
40 to 49	2.96%	4
50 to 59	14.81%	20
60 to 69	36.30%	49
70 to 79	32.59%	44
80+	8.89%	12
Rather not say	0.00%	0
TOTAL		135

Q3 What is your employment status?

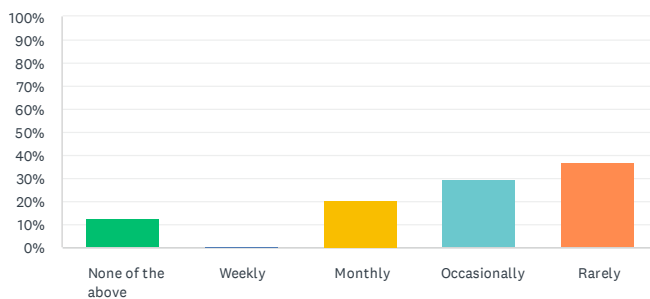
Answered: 135 Skipped: 0



ANSWER CHOICES	RESPONSES	
Full time	30.37%	41
Part time	14.07%	19
Retired	55.56%	75
Unemployed	0.00%	0
TOTAL		135

Q4 How often do you participate in club events or meetings?

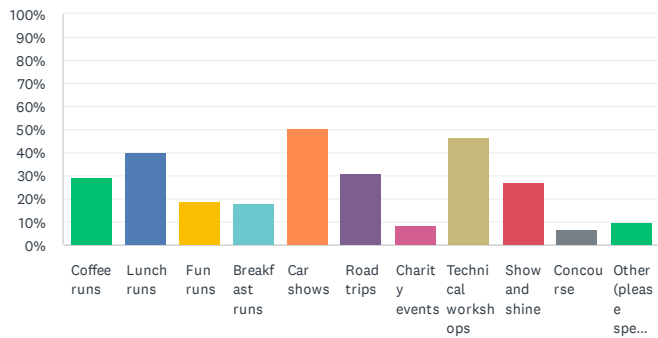
Answered: 128 Skipped: 7



ANSWER CHOICES	RESPONSES	
None of the above	12.50%	16
Weekly	0.78%	1
Monthly	20.31%	26
Occasionally	29.69%	38
Rarely	36.72%	47
TOTAL		128

Q5 The TCCV arranges a variety of events. Which 3 listed would be your preference. (please choose 3).

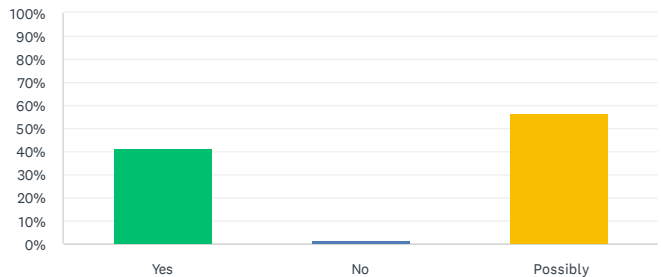
Answered: 128 Skipped: 7



ANSWER CHOICES	RESPONSES	
Coffee runs	29.69%	38
Lunch runs	39.84%	51
Fun runs	18.75%	24
Breakfast runs	17.97%	23
Car shows	50.78%	65
Road trips	31.25%	40
Charity events	8.59%	11
Technical workshops	46.88%	60
Show and shine	27.34%	35
Concourse	7.03%	9
Other (please specify)	10.16%	13
Total Respondents: 128		

Q6 If we held your preferred events, would you attend?

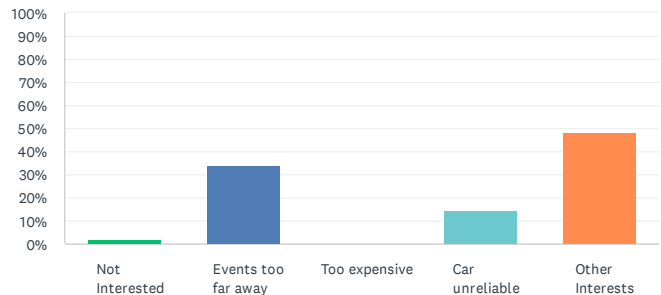
Answered: 128 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	41.41%	53
No	1.56%	2
Possibly	57.03%	73
TOTAL		128

Q7 What stops you from attending more events?

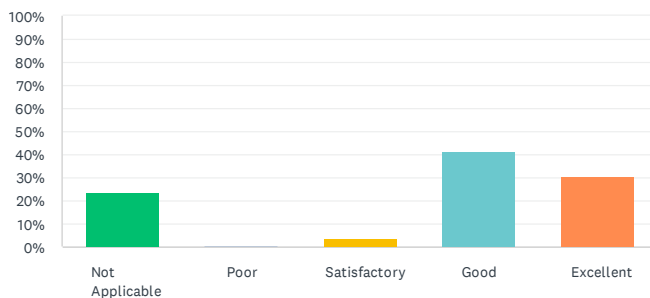
Answered: 128 Skipped: 7



ANSWER CHOICES	RESPONSES	
Not Interested	2.34%	3
Events too far away	34.38%	44
Too expensive	0.00%	0
Car unreliable	14.84%	19
Other Interests	48.44%	62
TOTAL		128

Q8 How do You Rate Events?

Answered: 128 Skipped: 7



ANSWER CHOICES	RESPONSES	
Not Applicable	23.44%	30
Poor	0.78%	1
Satisfactory	3.91%	5
Good	41.41%	53
Excellent	30.47%	39
TOTAL		128

Q9 How Can Events be Improved ?

Answered: 71 Skipped: 64

Details of responses to be tabled at the May TCCV General Meeting.

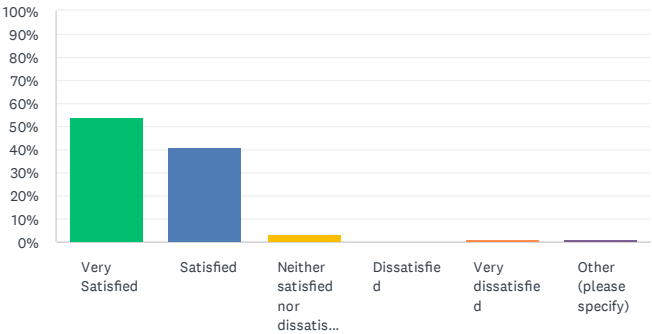
Q10 Would you be prepared to organise an event?Please provide contact details so we can be in touch

Answered: 66 Skipped: 69

Details of responses to be tabled at the May TCCV General Meeting.

Q11 How satisfied are you with the club's communication?

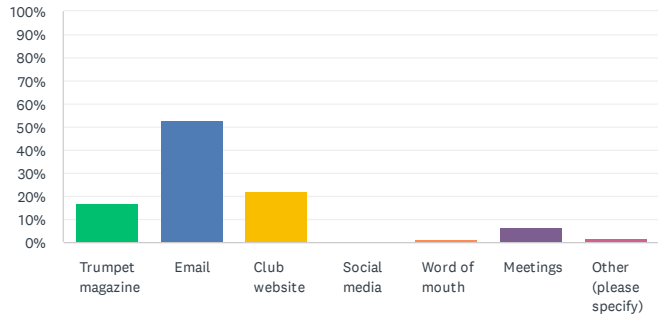
Answered: 126 Skipped: 9



ANSWER CHOICES	RESPONSES	
Very Satisfied	53.97%	68
Satisfied	41.27%	52
Neither satisfied nor dissatisfied	3.17%	4
Dissatisfied	0.00%	0
Very dissatisfied	0.79%	1
Other (please specify)	0.79%	1
TOTAL		126

Q12 How do you primarily hear about club events or news?

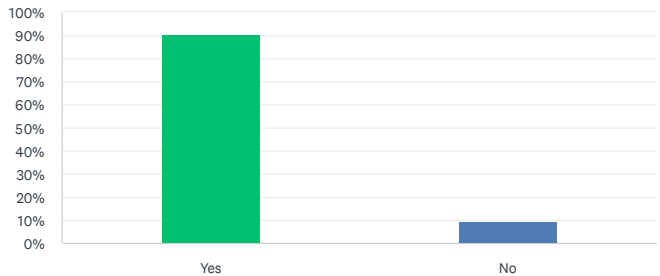
Answered: 126 Skipped: 9



ANSWER CHOICES	RESPONSES	
Trumpet magazine	16.67%	21
Email	52.38%	66
Club website	22.22%	28
Social media	0.00%	0
Word of mouth	0.79%	1
Meetings	6.35%	8
Other (please specify)	1.59%	2
TOTAL		126

Q13 Do You Access the TCCV Website ?

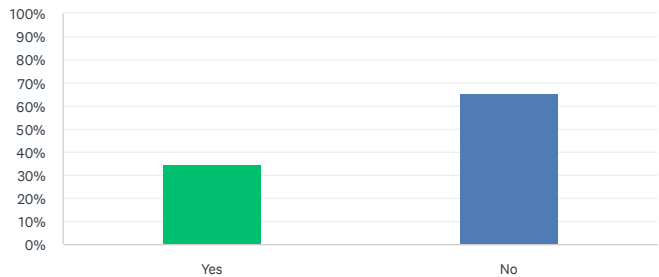
Answered: 126 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	90.48%	114
No	9.52%	12
TOTAL		126

Q14 Do you access the TCCV Facebook Page ?

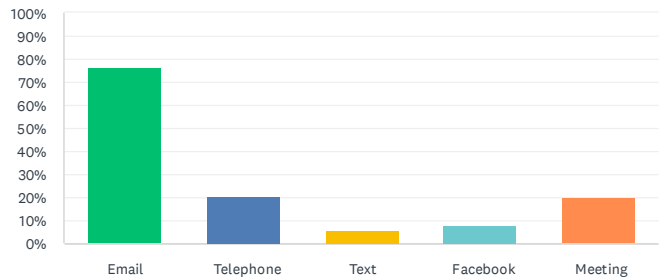
Answered: 126 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	34.92%	44
No	65.08%	82
TOTAL		126

Q15 If you want to have a say, what are your preferred methods?

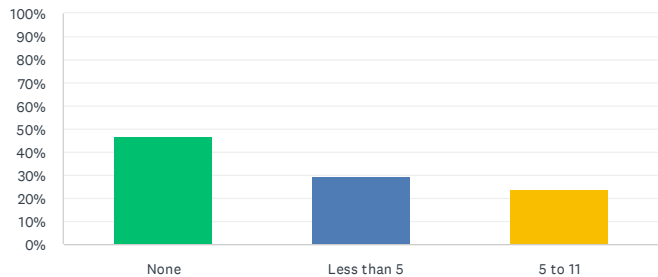
Answered: 126 Skipped: 9



ANSWER CHOICES	RESPONSES	
Email	76.19%	96
Telephone	20.63%	26
Text	5.56%	7
Facebook	7.94%	10
Meeting	19.84%	25
Total Respondents: 126		

Q16 How many meetings did you attend in 2024?

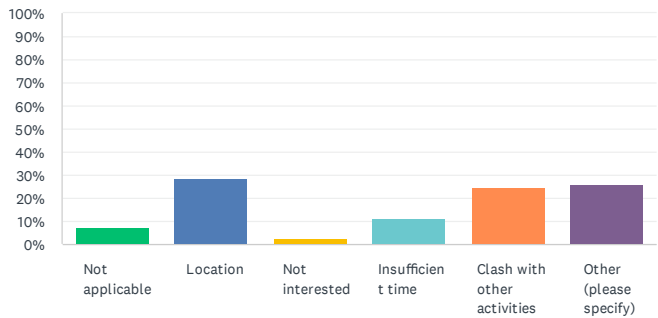
Answered: 109 Skipped: 26



ANSWER CHOICES	RESPONSES	
None	46.79%	51
Less than 5	29.36%	32
5 to 11	23.85%	26
TOTAL		109

Q17 What stops you attending more meetings?

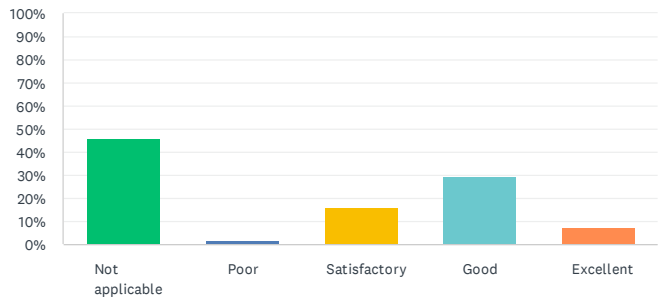
Answered: 109 Skipped: 26



ANSWER CHOICES	RESPONSES	
Not applicable	7.34%	8
Location	28.44%	31
Not interested	2.75%	3
Insufficient time	11.01%	12
Clash with other activities	24.77%	27
Other (please specify)	25.69%	28
TOTAL		109

Q18 How do you rate monthly Meetings?

Answered: 109 Skipped: 26



ANSWER CHOICES	RESPONSES	
Not applicable	45.87%	50
Poor	1.83%	2
Satisfactory	15.60%	17
Good	29.36%	32
Excellent	7.34%	8
TOTAL		109

Q19 How can monthly meetings be improved?

Answered: 109 Skipped: 26

Details of responses to be tabled at the May TCCV General Meeting.

Q20 Are there specific speaker topics you would like covered at

Details of responses to be tabled at the May TCCV General Meeting.

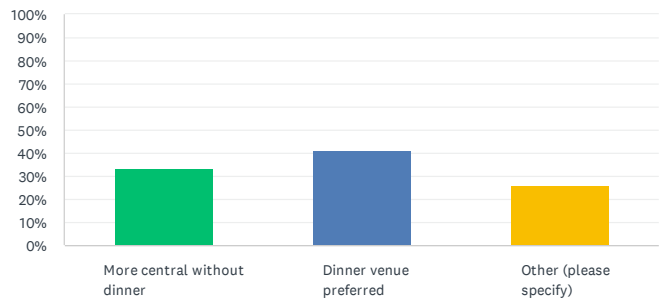
Q21 Do you have contacts, including yourself, who may be prepared to speak?Please provide contact information so we can be in touch.

Answered: 71 Skipped: 64

Details of responses to be tabled at the May TCCV General Meeting.

Q22 Do you prefer meeting in a venue that provides dinner or would you prefer to meet in a more central location without dinner?

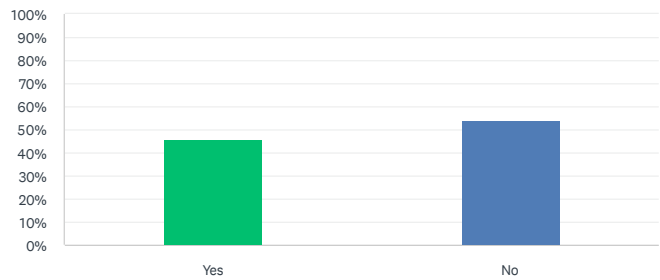
Answered: 109 Skipped: 26



ANSWER CHOICES	RESPONSES	
More central without dinner	33.03%	36
Dinner venue preferred	41.28%	45
Other (please specify)	25.69%	28
TOTAL		109

Q23 Would you prefer a lunch meeting where cars can be showcased?

Answered: 109 Skipped: 26



ANSWER CHOICES	RESPONSES	
Yes	45.87%	50
No	54.13%	59
TOTAL		109

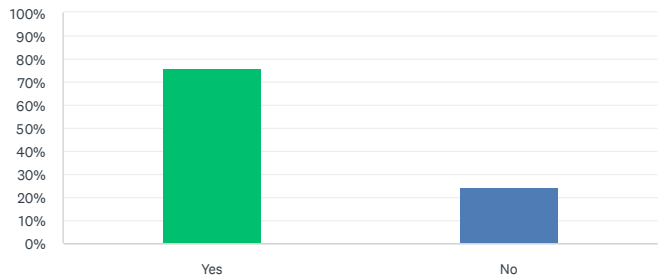
Q24 What areas/ topics would you like to see covered in future club meetings, workshops or magazine?

Answered: 109 Skipped: 26

Details of responses to be tabled at the May TCCV General Meeting.

Q25 Do you want the Club to continue broadcasting the meeting on Zoom?

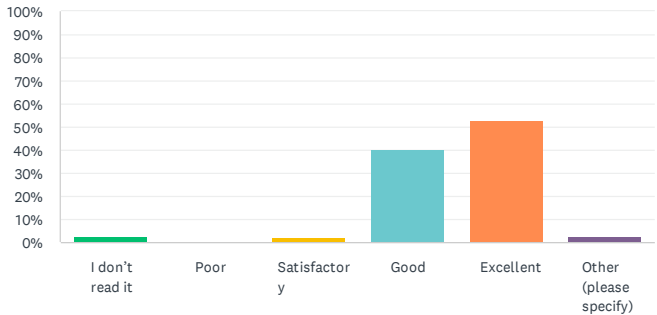
Answered: 78 Skipped: 57



ANSWER CHOICES	RESPONSES	
Yes	75.64%	59
No	24.36%	19
TOTAL		78

Q26 How do you rate Trumpet Magazine?

Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
I don't read it	2.78%	3
Poor	0.00%	0
Satisfactory	1.85%	2
Good	39.81%	43
Excellent	52.78%	57
Other (please specify)	2.78%	3
TOTAL		108

Q27 Would you be able to contribute one article per year to Trumpet Magazine?Please provide contact information so that we can get in touch.

Answered: 74 Skipped: 61

Details of responses to be tabled at the May TCCV General Meeting.

Q28 How do you rate Technical Help?

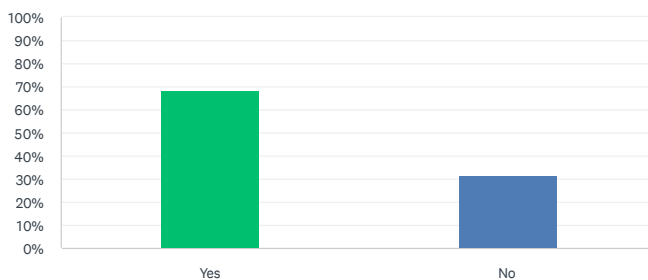
Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	3.70%	4
Satisfactory	9.26%	10
Good	43.52%	47
Excellent	23.15%	25
Other (please specify)	20.37%	22
TOTAL		108

Q29 Are you a club permit holder with TCCV ?

Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	68.52%	74
No	31.48%	34
TOTAL		108

Q30 How do You rate access to Club Permits ?

Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	0.00%	0
Satisfactory	3.70%	4
Good	30.56%	33
Excellent	42.59%	46
Other (please specify)	23.15%	25
TOTAL		108

Q31 How do you rate access to book library?

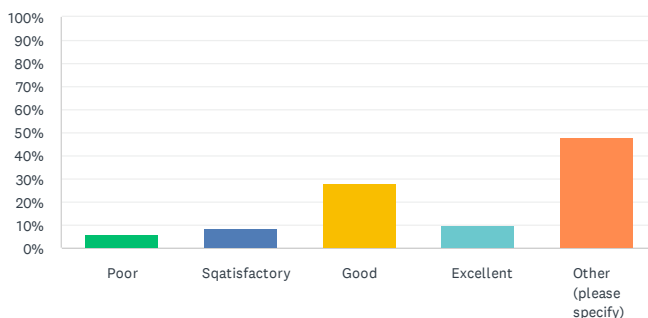
Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	4.63%	5
Satisfactory	10.19%	11
Good	27.78%	30
Excellent	8.33%	9
Other (please specify)	49.07%	53
TOTAL		108

Q32 How do you rate access to the tool library?

Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	5.56%	6
Satisfactory	8.33%	9
Good	27.78%	30
Excellent	10.19%	11
Other (please specify)	48.15%	52
TOTAL		108

Q33 How do you rate access to regalia?

Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	0.93%	1
Satisfactory	13.89%	15
Good	52.78%	57
Excellent	15.74%	17
Other (please specify)	16.67%	18
TOTAL		108

Q34 How do you rate access to membership renewal?

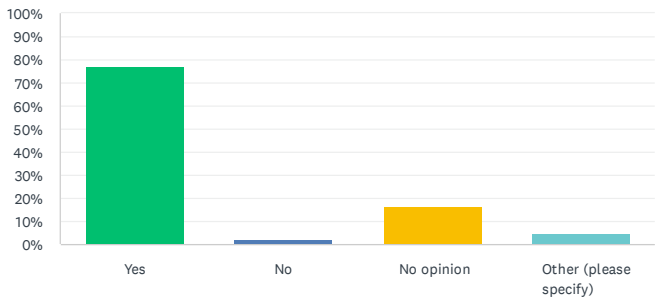
Answered: 108 Skipped: 27



ANSWER CHOICES	RESPONSES	
Poor	0.93%	1
Satisfactory	7.41%	8
Good	33.33%	36
Excellent	51.85%	56
Other (please specify)	6.48%	7
TOTAL		108

Q35 Do you think the management and direction of the club is appropriate for your needs?

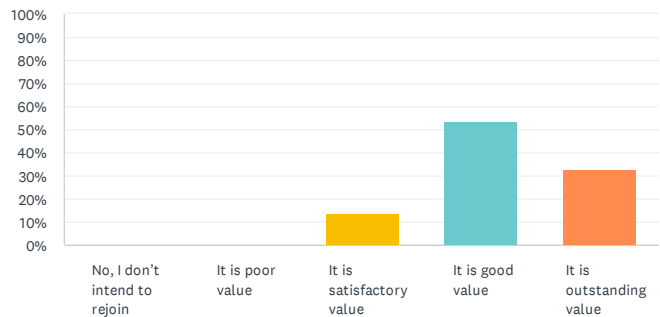
Answered: 104 Skipped: 31



ANSWER CHOICES	RESPONSES	
Yes	76.92%	80
No	1.92%	2
No opinion	16.35%	17
Other (please specify)	4.81%	5
TOTAL		104

Q36 Is your TCCV membership good value for money?

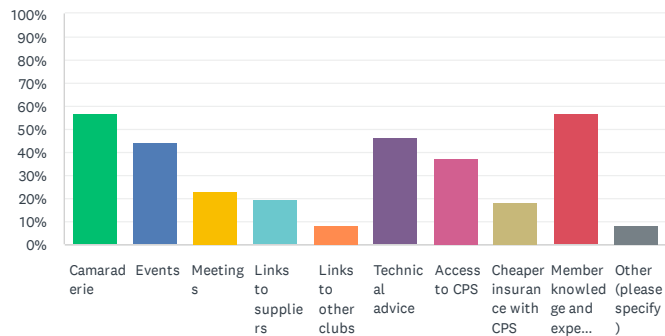
Answered: 104 Skipped: 31



ANSWER CHOICES		RESPONSES	
No, I don't intend to rejoin		0.00%	0
It is poor value		0.00%	0
It is satisfactory value		13.46%	14
It is good value		53.85%	56
It is outstanding value		32.69%	34
TOTAL			104

Q37 What do you like about the Club ?You can choose more than one.

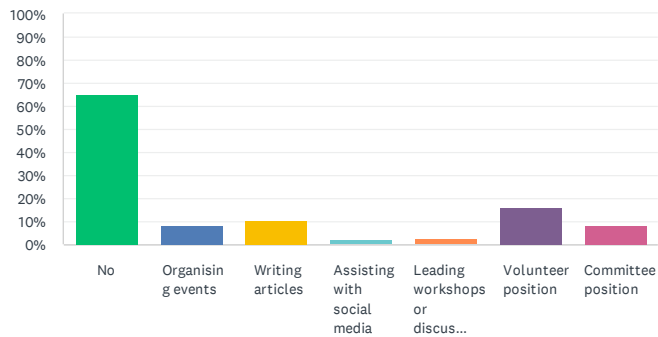
Answered: 104 Skipped: 31



ANSWER CHOICES	RESPONSES	
Camaraderie	56.73%	59
Events	44.23%	46
Meetings	23.08%	24
Links to suppliers	19.23%	20
Links to other clubs	8.65%	9
Technical advice	46.15%	48
Access to CPS	37.50%	39
Cheaper insurance with CPS	18.27%	19
Member knowledge and experience	56.73%	59
Other (please specify)	8.65%	9
Total Respondents: 104		

Q38 Are you interested in contributing to the club in any of the following ways? You can choose more than one.If you tick any boxes please add contact details in comments.

Answered: 104 Skipped: 31



ANSWER CHOICES	RESPONSES	
No	65.38%	68
Organising events	8.65%	9
Writing articles	10.58%	11
Assisting with social media	1.92%	2
Leading workshops or discussions	2.88%	3
Volunteer position	16.35%	17
Committee position	8.65%	9
Total Respondents: 104		

Q39 What do you think would improve the overall club experience?

Answered: 62 Skipped: 73

Details of responses to be tabled at the May TCCV General Meeting.

Q40 Any additional comments or suggestions for the club?

Details of responses to be tabled at the May TCCV General Meeting.

Q41 Do you want to be contacted by the TCCV ? (Optional)

Answered: 32 Skipped: 103

ANSWER CHOICES	RESPONSES	
Name	100.00%	32
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	96.88%	31
Phone Number	93.75%	30

MEMBERS' INFORMATION

By Roger McCowan, Membership Secretary,
TCCV member #8, membership@tccv.net

A reminder to all our members that the mission of the Club is *"For the preservation of the Triumph marque."* A key element of this is through sharing knowledge and experience amongst our members. This sharing can be done in various ways, such as meeting face-to-face at monthly meetings and events, and talking with others. It can also be by writing a short "Tip" or "Technique" that you have applied to keep your Triumph car running, maybe sourcing alternative parts, etc. Do what you can to ensure that we continue to preserve the Triumph marque.

We hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club's Car Advisor for your vehicle model (see page 56).

Club Membership

With no new members joining during February and March, our total membership as at 31 March remains at 260, which is nine fewer than one year ago. Sadly, John Seeley, who was one of the Club's original founding members, passed away during March, aged 90.

My thanks to those members who have used the online update form to provide me with correct information concerning their membership and their cars. If you haven't already done so, please check your details on the Members Only pages of the TCCV website and then complete the update form (<https://www.tccv.net/members-only/forms/update/htmlform/update1-iframes.php>)

if any changes are needed.

Upcoming Membership Renewals

Note that Membership Renewal Notices will be emailed out at the beginning of May, so please ensure that your membership record has your correct current email address.

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV, which includes being a current financial member.

Name Badges

Wearing name badges at meetings and events assists members getting to know each other as well as identifies TCCV members at public events and is encouraged. Recently, quite a few members have ordered name badges for their spouses/partners. If you haven't already done so, perhaps you might also like to do this. Please advise me if you require additional/replacement badges (\$10 each).

TCCV Membership

\$50.00 Annual Membership.

\$20.00 one-off joining fee applies from 1 July to 31 December only.

Additional membership information, including an application form, can be downloaded from the club website.

CLUB CONTACTS

COMMITTEE

President	Tony Cappadona	president@tccv.net	0419 113 517
Vice President	Peter Welten	vice-president@tccv.net	0409 511 002
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Dave Harden	committee1@tccv.net	0419 563 959
Committee Member	Iain Perrott	committee2@tccv.net	0407 046 315
Committee Member	Alan Andrews	committee3@tccv.net	0418 947 673
Committee Member	Terry Roche	committee4@tccv.net	0404 391 511
To email all Committee members		committee@tccv.net	
Past President	Peter Byrnes		

VOLUNTEER POSITIONS

AOMC Delegates	Colin Jenkins	aomcdelegate.net	0412 484 995
	Terry Roche		0404 391 511
	Peter Welten		0409 511 002
Book Librarian	Andrew Richards	booklibrarian@tccv.net	0414 541 149
Club Permit Officers (and location)			
Secretary	Tony Cappadona (Albert Park)	clubpermitsecretary@tccv.net	0419 113 517
Officers	Noel Warden (Rowville)		0448 081 947
	Denise McGuire (Newport)		0438 231 207
	Terry Roche (Blackburn South)		0404 391 511
	David Ferguson (Safety Beach)		0417 463 110
	Peter Byrnes (Camberwell)		0429 389 878
	Peter Welten (Montrose)		0409 511 002
Clubmanship Points Collator	Peter Welten		0409 511 002
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinator	Graeme Oxley	events@tccv.net	0413 135 779
Membership Secretary	Roger McCowan	membership@tccv.net	0439 711 381
Photo Master	Nick Rix	photos@tccv.net	0412 479 903
Regalia Officer	Joseph Kleinitz	regalia@tccv.net	0412 909 854
Scrutineers	David Ferguson (Safety Beach)		0417 463 110
	Peter Welten (Montrose)	scrutineers@tccv.net	0409 511 002
	Theodore Rau (Upwey)		0407 518 344
Tool Librarian	Tony Zuiderwyk	toollibrarian@tccv.net	0411 144 447
Triumph Trading	Fay Seeley	trading@tccv.net	0491 107 869
Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

CAR ADVISORS

A number of TCCV members are subject matter experts for particular Triumph car models and are happy to assist other members as 'car advisors'. If you need any help or advice about your particular model, for contact details of the relevant car advisors.

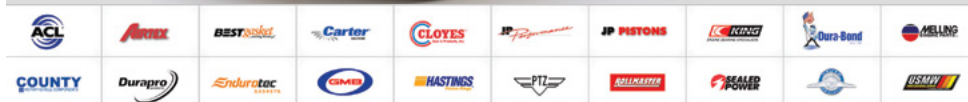


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