

The TRIUMPH

April 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



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

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Fran Madigan, editor@tccv.net

THE COVER STORY



A 40-year celebration – 1983 to 2023 and still motoring!

By David Ferguson, Secretary, TCCV #

The largest gathering for a TCCV meeting in recent years celebrated the 40th anniversary of the very first meeting of the Club.

Founding members Roger McCowan, John Seeley and Fay Seeley discussed the foundations of the Club from its very humble beginnings. Essentially it was formed because the TSOA was only interested in 'sports cars, so no 'tin tops' were allowed.

Remember, this was the early 1980s and Triumph was still producing cars, so these were not classics by any means.

At the end of the first year, the Club had about 30 members. A few years later, it was up to 100. Early events included a dinner dance, a variety of drives and motorkana-type skill events.

Can you believe a young John Seeley was Father Christmas at the Christmas event? As Roger said: "We were all young back then!" The members' children were all young too, of course, so the early days of the Club were very family oriented.

Following the presentations, founding members Roger, Fay, John and Gary Gibson cut the cake, which was subsequently enjoyed by all present.

Just a special mention about the cake. It was made by a family friend who runs a little business from her home in Skye. She is amazing and if you would like to see more of her work, check out her Facebook page – cakes by Sarah. (There are a few of them, so it's the one with the lower case 'c' in 'cakes'). I can give you her contact details as well.

EDITOR'S NOTE

By Fran Madigan, TCCV member #904

By the time you read this, Easter will be over. I hope you all managed to have an enjoyable break.

This month's cover story is about the TCCV's 40th anniversary. It was great to see so many members in attendance in person at the General Meeting on 15 March at the Manningham Hotel to celebrate this historic event, and to hear from founding members Roger McCowan, Gary Gibson and John and Fay Seeley, all of whom continue to provide such valuable support to the TCCV and its activities. Forty years is a major achievement for any club – may the next 40 be as fruitful!

Alan Andrews has written a comprehensive report about the inaugural National Triumph Stag Rally held in South Australia. A great success, and sounds like everyone will be looking forward to the next rally.

Bernard Doherty has sent in an interesting article about motor vehicle innovations that were very surprisingly thought up more than 100 years ago – everything old is indeed new!

We have an article from Davies, Craig about its operations and the development of its electric cooling fans and water pumps. Leaders in

auto cooling, many Triumph owners have taken advantage of its advanced technology. There is also a good article about Stag cooling system modifications under 'Hints and Tips' on the TCCV website.

Peter Welten and Alan Andrews have provided some information about eye-watering record auction prices for various cars. A Tattsлото win may be the only option!

Following Part I in the March edition of the *Trumpet*, we have also included Part II of the story about *The French rebels who revolutionised the the racing world*. What a bunch.

Finally, an apology regarding an error in one of the events listed in last month's *Trumpet*. On 13 May, it is the Geelong Bay City Swap Meet (**not** the Bendigo Swap Meet) hosted by the Western District Historic Vehicle Club.

Until next month, enjoy Victoria's glorious autumn colours and possibly the best season of them all.

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.

Please forward to editor@tccv.net

or contact

Fran Madigan on 0403 133 063



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.

More information, flyers and booking/ registration details for these and later events can be found on the TCCV website.

CLICK ON EVENT TITLE TO



APR. 19 / TCCV – General Meeting

Featuring a presentation by TCCV member and MRI specialist, Jerome Mailer.

APR. 28-30 / Florence Thomson Tour

Celebrate the pioneering spirit and contribution of women to Australian motoring. Based around Wangaratta.

MAY. 13 / Geelong Bay City Swap Meet

Hosted by Western District Historic Vehicle Club.

MAY. 17 / TCCV – General Meeting

MAY. 21 / Calvacade of Transport

At the Maffra Shed to celebrate National Motoring Heritage Day. Also at the Trentham Historic Railway Station.

MAY. 27-28 / 46th Historic Winton

Winton Motor Raceway.

JUN. 21 / TCCV – General Meeting

JUL. 9 / TCCV President's Lunch

Beveridge Tavern, 5/9 Old Hume Highway.

JUL. 19 / TCCV – General Meeting

AUG. 5-6 / Hal Coulson Re-enactment Car Trial

A re-enactment of the original 1933 24-hour car trial. Overnight stop in Echuca.

AUG. 16 / TCCV – General and Annual General Meeting

SEP. 20 / TCCV – General Meeting

OCT. 5-9 / TCCV – Grampians Adventure Tour

Joint ACT & Vic TCC event. Based in Hamilton near the Grampians.

OCT. 18 / TCCV – General Meeting

NOV. 15 / TCCV – General Meeting

Events Coordinator: Peter Welten

m 0409 511 002 **email** events@tccv.net

or ann.welten@bigpond.com

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

TCCV events are labelled with 'TCCV'.



TCCV Presidential Backfire

By Pete Byrnes, TCCV member #830



Happy Easter!

Last month I mentioned the fabulous turnout at the All British and European day, and you may recall that in earlier articles I've worried about who will follow on in the Classic Car enthusiast space.

As I put this together, I have just returned from a visit to the Melbourne Formula 1 event feeling (apart from a bit damp and cold) very heartened to see the many beautiful examples of classic cars, both new and old, from the '50s, '60s, '70s and through to the more recent Toyota, Nissan, Subaru, Ford and HSV rocketships.

From what I have seen, many of the owners of those cars were young-ish whippersnappers of 30-40 years old ... Janet's Stag was proudly displayed in the Triumph compound (courtesy of an invitation from TSOA), along with a Dove, TR6, Race/Rally 2500 and a race-prepared TR8. The level of interest from spectators has been very high, especially among the kids.

Given that the F1 is completely sold out and the attendances have been around

120,000 people per day, I think I can relax on the topic of longevity of the enthusiasm for classic cars for a while.

On technical matters, I recently had the tyres on the Stag changed over from the virtually unused Dunlops we put on 'just a few years ago'. Turns out, 'just a few years ago' was 2004 and they'd be lucky to have 5,000 km on them – just like brand new – however the tyre fitter called me into the workshop and pointed out some cracking in the tyres which was the evidence of the tyre breaking down due to age. I must admit it made me think about the recent 'spirited' drive back to Melbourne from Apollo Bay through the hills and on the limit ... on 20-odd year old tyres ...

On a downside, we were told of the passing of an old member Craig Steele, who some members may recall had a Dolomite Sprint. We send our condolences to Craig's daughter Jenna and to Craig's extended family and friends.

Please check the website for upcoming events, and try to get a few drives in before winter sets in. If you have 45 days on your club plates, please use them – you've paid for them, so try not to waste them. If you're close to using them up, you can extend the club registration for another 45 days.

As always, I look forward to seeing you on the road, and please drive safely.

Best regards,

Pete Byrnes

The Inaugural National Triumph Stag Rally

Adelaide, South Australia Friday 3 March to Tuesday 7 March 2023

By Alan Andrews, TCCV member #572

Gary Blucher, member of the Stag Owners Club of South Australia (SOCSA), mooted the idea of organising this event to his Club last year. Vicariously, TCCV was invited, and so the adventure began. Many TCCV members registered. Some withdrew as 'life' took charge. In the end, seven Stags and one four-wheel drive left on Thursday to make their way to Glenelg. Canberrans, Jan Tink & Chris, and Alan Caldwell and his wife, attended too.

Roger McCowan, David & Glenda Smith, Arvils Grikis, and Peter Welten and I assembled at Ballan Westbound Mobil Service Centre before setting off to Ararat for lunch. We were to visit Rick, an acquaintance of Arvils', at his property in Dimboola to view his 'classic car collection'. It didn't happen as 'life' took charge of Rick, so we went there on our way back home on Wednesday.

Warwick and Mary Eaton travelled directly to our overnight stop, the Oasis Motel at Nhill. We dined all at the Union Hotel, which was 'just a kilometre away' from the motel, where we all enjoyed a very pleasant evening meal.

Iain Perrott and Darryl Misso, travelling separately, overnighted with Tony and Jenny Zuiderwyk at a private residence in Halls Gap. We all met up Friday evening for the opening 'Welcome & Event Registration' at the INC Café in



the grounds of Brighton's Minda Home where we were handed information packs for the weekend's activities. Congratulations to Rob Warner and Michael Gordon for producing the packs and organising the weekend.

Organising our own accommodation in Glenelg resulted in three motels being booked. Fortunately, assembling at Oaklands Wetlands and Reserve each morning brought us all together.

We travelled the Bay to Birdwood route on Saturday morning, stopping for morning tea at the Big Rocking Horse at Gumerache in the Adelaide Hills on our way to the National Motor Museum at Birdwood. No Triumph cars in the museum. Triumph bikes though. Well worth a visit. Google it.

But before entering the museum Stewart Underwood was asked to judge the assembled 28 Stags for 'Most Appealing Stag' and 'Best Patina'. My own Stag got an Honourable Mention in the 'Appeal' category with two others, but Iain Perrott's Stag was selected for the major prize – 'Most Appealing Stag'. Well done Iain. Roger McCowan's Stag won the 'Best Patina' award.

We were all encouraged to wear 1970s fashion to match our '70s cars. Many took up the challenge. Safari suits. Jeans. Leather waistcoats. Pointy shoes. Platforms. Patterned pullovers and blouses. Perhaps you remember such items? Jenny made her blouse at school in her sewing class in the '70s and wore original '70s platform shoes. Tony resurrected relevant items. Together they took everyone back 50 years. And so they won the prize. TCCV did quite



well, but who's counting.

Stewart, being a recognised authority on Holdens, gave a very interesting talk about, yes, Holdens. He has written books about them. Check the museum's website to see the special Holdens and other marques. One could easily spend an entire day wandering around the display reading about each fascinating vehicle.

Saturday dinner was booked for nearly 100 people at The Junction in Camden Park. A' la carte. Speeches by SOCSA President, Steve Martin, and our own Event Coordinator, Peter Welten, cementing friendships and camaraderie. SOCSA is indeed a friendly club.

Echunga is a small town near Hahndorf and Birdwood. We went there to be a part of the All British Day on Sunday. Over 850 British cars were on display over two country cricket grounds. Plenty of local sports clubs, etc. provided a variety of food outlets. No alcohol. Space for 16 Stags in SOCSA's designated zone opposite TSOA's zone made an impressive Triumph display. It rained on and off. Blustery too. Two TSOA gazebos were blown away crashing into two TR5s destroying the soft-top, smashing the passenger door window and badly marking the front passenger wing on one, and scratching the bonnet of the adjacent. Insurance into action, I expect. Not good.

Peter and I expected to be in gridlock at exit time. But within 10 minutes we were off and away.

It took no time to arrange dinner at Sammy's on the Marina for TCCV members on Sunday evening.



Talking about Holdens with Stewart Underwood (front R)



SOCSA area



SOCSA area



TSOA area



Sunday dinner, Jan Tink and Chris front R

Expensive, but outstanding. Like being in a fine dining restaurant aboard an ocean liner with sea views.

Monday was 'Museum Day' at Port Adelaide. The Aviation Museum was our first stop. The Railway, Maritime and the Clipper Ship Museum, all at Port Adelaide, filled in the rest of the day. An impromptu farewell dinner was hastily arranged by SOCSA at The Junction. Many attended. Like me, though, some had made other arrangements.

Nine Stags met at the wetlands Tuesday morning. Mostly TCCV. Perhaps SOCSA members had already been to the international raceway at Tailem Bend. We hadn't. Gary took us through the Adelaide Hills, not directly down the South Eastern Highway. The maps starting after navigating through the suburbs of Adelaide didn't help when traffic lights inevitably fragmented the short convoy. But Gary got us through, with the exception of one, and on our way to Blackwood, Hawthorndene (passing the house I boarded at when attending Flinders University back in the late '60s), Echunga, Strathalbyn and on to Tailem Bend.

After a briefing, we assembled on the racetrack. The red Mustang pace car was off. Much faster than parade laps. Much slower than racing laps. Just the right speed for me. Twice around stopping on the straight after the first lap for a photo opportunity. Then upstairs for the included lunch. The experience was well worth \$40. A Holden Super Car, Ferrari, Audi, McLaren, Porsche and Rolls Royce cars adorned the foyer. We had to wait for racing Porsches to finish time trials

before we ventured out on the track, which is the second longest privately owned racetrack in the world, being 7,700 metres. What is the longest? On leaving 'The Bend', it was back to Nhill for dinner at the Union Hotel and to our accommodation.

Arvils guided us to see Rick's car collection after breakfast on Wednesday. We stayed just a short time. Then independent travel home.

So how did the cars fare?

At Keith on the way over, my Stag refused to start on my return after morning tea. Warwick pushed the fuel pump cut-off valve down. Panic over. Back running. After delivering Peter Welten to his home, it happened again. Must get the valve overhauled.

I fitted a passenger-side door mirror the week before this event. Travelling at highway speed caused it to become loose and fly off, leaving just the base attached to the door. A replacement was offered – many thanks Darryl.

Another Stag experienced a brake booster failure. Owner bought one from a SOCSA member, had it fitted. All fixed.

And yet another had alternator wiring issues. Tony to the rescue. A replacement alternator required.

Other than those small insignificancies, all cars ran exceptionally well. Mine returned 9.2 litres per 100 kilometres (30.70mpg) consuming 192 litres and travelling 2,088 kilometres.

The Second National Triumph Stag Rally details are unknown at this time. We will just have to wait ...

Everything Old is New Again?

Submitted by Bernard Doherty, TCCV member

#873

[Original typed copy was found loose in an old car book – it may have been published in VCCA newsletter around 1960]



It has always been open to quotation question as to who actually invented the motor car but there is little doubt that the first production of cars for sale to the public was commenced in 1888 by Carl Bens of Germany.

The technical advances and ingenuity of design in the next 20 years were tremendous and it may come as something of a shock to many of the younger generation to realise that some of what they imagine to be the very latest ideas are in fact more than 100 years old.

For instance the 1899 Bollée (later to become the Lorraine Dietrich) had a mono-block 4-cylinder engine, independent front suspension, twin carburettors, spiral bevel gears in the transmission and a body with the definite rudiments of streamlining, the same maker introduced fuel injection

in 1903, an automatic clutch in 1907 and hydraulic tappets in 1910. His independent front suspension was not the first it had already been seen on an 1873 Stephens steamer and again on an 1898 petrol engined car of the samemake.

It was later used by Deauville in 1902 and extensively from 1905 by Sizaire-Naudin, Fuel injection was also used by Gobron-Brille.

A steering-column gear change was used by Darracq continuously for 11 years before being dropped in 1910 and a 5-speed gear box was fitted to the 1899 Turcat Mery.

A pre-selector gear box of the type used for some years from the early 1930s by Daimler was first used on the 1902 Lanchester, and the 1904 Huttons had hydraulic automatic transmission and hydraulic brakes with servo assistance.

Woven asbestos type brake linings were seen prior to 1905 but not used extensively on account of the difficulties in keeping out oil with the oil seals of the day.

A honeycomb radiator core, a gate gear change basically the same as those still in-use today and a pressed steel chassis were all featured in the 1901 Mercedes, while the 1904 Rover had rack and pinion steering.

A Mr Starley, who later was to make Rover cars, took out a patent for a differential in 1877 but the principle had been known for centuries before then. A steam car made in 1831 by Walter Hancock even had a limited-

slip differential. Shook absorbers first appeared on the 1903 Mors while an 1895 Thorneycroft had front wheel drive.

The 1903 Vauxhall was sprung on four coil springs, pre-dating similarly sprung Buicks by over 30 years.

It will be of interest to the ladies to learn that the first Ladies Automobile Club in England was formed in 1904, but of much greater interest is the fact that the world's first petrol riven car journey (as distinct from test run) was made by a woman. Frau Benz, in 1888, wished to visit her mother who lived at Pforzheim some 30 miles from Mannheim where she lived. She packed her bag, mounted her husband's latest creation with two of her sons, aged 14 and 15, and set off, Five days later they returned after completely successful trip in spite of the necessity for considerable manual assistance from the sons, on the hills.

Another early trip of note by a woman was Mrs Lockert's journey from Berlin to St Petersburg, some 1,000 miles in a Tony Huber in 1903.

To return to things more mechanical, the 1902 Maudslay had an overhead-camshaft engine while the crankshaft of the Lanchester of the same year ran in roller bearings.

Wire wheels pre-date the petrol driven car, so they were not new when fitted to the original Bens. It has been stated that the T Model Ford was the first car to have a detachable cylinder head. This is not so many makes were so fitted prior to 1900 but a really suitable gasket material was not then known.

The 1896 Mors had a V4 engine, one of the 1903 Napier models was a 6-cylinder, while in 1910 De Dion Bouton had a V8.

The 1903 Motobloc had the engine and gear box in one unit, the 1907 Chadwick was fitted with a three-stage supercharger and the 1910 Isotta Fraschini had 4-wheel brakes.

Pneumatic tyres were patented by Dunlop in 1888 and first made for cars by Michelin in 1895.

The distinction of the first sedan goes to the 1899 Renault. The 1905 Mors was one of the first cars fitted with an electric starter, but other means such as compressed air had been used successfully before then.

The technique of gas welding goes back at least as far as the 1898 Stephens.

A cast aluminium gear box was used in the 1897 Panhard et Levassor and pressure die-cast parts were used on the 1908 Napier. The performance of many of these cars would astonish a great number of people today. For instance in 1907 three 6-cylinder Napiers set out to lap the Brooklands Race Track for 24 hours non-atop. None suffered mechanical trouble and they all averaged between 64 and 66 mph, with the fastest covering 1,581 miles in the time. These were touring cars, not racing cars.

The size of some of the early factories may come as a surprise today. In 1913 De Dion Bouton in France had 4,500 employees. This compares with 4,000 at General Motors- Holden's Fisherman's Bend plant in 1964.

ABOUT DAVIES, CRAIG Pty Ltd

By John F Benson, Sales & Marketing Manager



Davies, Craig Pty Ltd is a well-established Australian owned and operated manufacturing company celebrating 50 years in business. As an enterprising innovator, Davies, Craig created the Thermatic® Electric Cooling Fan in the 1970s and was 'first to market' with the remote-mounted, universal-fit EWP®80 Electric Water Pump, both of which literally set the global benchmark for quality cooling technology. The Davies, Craig brand is a well-known and highly respected global leader for its innovation and development of these unique automotive cooling products. The company also manages an extensive range of Electric Booster Pumps (EBP®) along with a comprehensive line-up of universal fit transmission and engine oil coolers.

Davies, Craig's business scope is one of continuous improvement in the development, design and manufacture

of Thermatic® electric fans and electric water pumps for installation to internal combustion petrol/gasoline, diesel, hybrid fuel cell vehicles and the burgeoning electric vehicle market.



Transmission Oil Cooler Combo

Davies, Craig's range of reversible Thermatic® Electric Cooling Fans and remote-mounted Electric Water Pumps are recognised by industry professionals when it comes to quality and efficiency when installed into a broad cross section of motor vehicles. For current and older models, street rods, drag cars, show cars, customised, high-performance race cars and commercial vehicles, Davies, Craig Thermatic® Electric Cooling Fans can replace OEM viscous and/or electric fans in most applications and the EWP® can replace and/or complement the engine manufacturer's mechanical water pump. The low-profile, high-performance, reversible Thermatic® electric cooling fans provide a constant powerful air flow which increases heat transfer, air conditioning efficiency and engine performance, and lowers fuel consumption.

In 1994 Davies, Craig became a Quality Endorsed Company, and all Davies Craig cooling products are offered with a three-year unconditional warranty. After-sales service and customer satisfaction are of the highest priority.



EWP80 & LCD EWP/ fan Digital Controller

In 1999 Davies Craig Pty Ltd began manufacturing and marketing the unique EWP®80 and patented LCD EWP®/fan Digital Controller. In the three years leading up to this milestone product launch, Davies, Craig invested \$3 million in research and development to arrive at the manufacture of production quantities. During that period the company engaged the Commonwealth Scientific and Industrial Research Organisation (CSIRO) to develop a universal-fit, remote-mounted Electric Water Pump that would replace the mechanical belt-driven water pump components on the internal combustion engine – with significant savings in weight, emissions, fuel and energy consumption. The unique patented LCD EWP/Fan Digital Controller was developed to manage

coolant flow commensurate with the rise and fall of engine temperatures and offers both Electric Water Pump and electric Thematic® Cooling Fan run-on after hot engine shutdown. Over these past 23 years, Davies, Craig has developed and launched three higher flowing EWP® models in both 66/nylon glass and alloy versions. The entire electric water pump enterprise has expanded with sales volumes increasing annually during this period.



EWP150 & EWP140 (Electric Water Pumps)

To complement the EWP® range, EWP® block adapter kits and various other EWP® accessories have been launched.

Added to the EWP range are three versatile brushless electric booster pumps, EBP23, EBP25 and EBP40, which have a variety of applications both within and outside the automotive industry.



EBP40 (Electric Booster Pump)

Selling Cars by Auction: Absolute Record Prices

*Submitted by Alan Andrews, TCCV member #572;
suggested by Peter Welten, TCCV member #54*

Peter called me, amazed at the price paid for the most expensive car ever sold at auction. That got me to thinking, promoting another internet research. This is what came up.

The prices paid for the SIX top selling cars sold at auction this century anywhere in the world make buying even the most expensive classic Triumph a 'pocket change' purchase.

Two Mercedes and Four Ferraris in the list below amass a total of US\$321,900,510, or AU\$459,857,871. That's nearly half a BILLION Australian dollars for only SIX cars!

What makes the value of an amalgam of metal, rubber, glass, carpet, timber and wire so valuable? An extract from Wikipedia answers:

- Low production volumes and rarity (limited supply)
- Desirability (increased demand)
- Aesthetic design, even of its time
- Nostalgia, known as the generation effect; collectors in their prime earning years, able to afford a seven-figure car, are likely to buy cars that they are born to identify themselves with
- Typically, sports cars are generally more expensive than comparable engined sedans (also known as saloons), therefore more desirable. The same applies to roadsters over sedans. Luxury cars, however,

because of their higher price tag, are on the higher end of the scale

- Condition and complete documentation (such as evidence of its restoration) of the car is vital for its value. It is not unusual for these cars to have undergone restoration work in the past costing hundreds of thousands, if not millions, of dollars
- Winning a prestigious auto show helps the car's value: this was the case for some of the cars listed below which have been cited to have taken overall or class wins at the Pebble Beach Concours d'Elegance
- Originality, typically a car that had its original mechanical components, as it was when it left the factory, is more desirable to the one that doesn't. Original bodysell retains the value better to one fitted with a new body but the chassis of the car is more considered by collectors.
- Cars equipped with automatic transmission are considered less desirable than their manual counterparts
- Cars that have been freshly restored or hidden away for a number of years or decades makes the car desirable to a show winner or a famous car
- Eligibility for vintage events is a pricer factor as collectors typically buy vintage race cars to enter historic events, as are cars that can be designed to be driven on the street but are competitive on the track

- The originality of the car is considered important in historic racing due to the Historic Technical Passports and FIA Heritage Certificates in force, meaning cars must retain mechanical systems that belonged to the car of the period to prevent unfair advantages
 - Cars with a strong motorsport history improve on the car's desirability: better if the car has won a prestigious race such as the 24 Hours of Le Mans, the Formula One World Championship and the Indianapolis 500. An example would be the Ferrari 330 TRI/LM Spider sold for \$9.25 million in 2007, which was the 1962 winner of the 24 Hours classic. Note that sport car racers make up the majority of competition cars on the main list
 - A car associated with a famous person adds value to its price. For example:
 - Elton John in 2001 auctioned his large collection and, as a result of his fame, a majority of those sold at twice their appraised sale-price estimates.
 - In 2008, TV presenter and radio personality Chris Evans broke a 21-year-old record, when he successfully placed a bid for a Ferrari 250 GT SWB California Spider that once belonged to James Coburn.
 - In 1973 a Mercedes-Benz 770 F-Cabriolet that was stated to be Adolf Hitler's parade limousine was sold for a then record of US\$153,000 (equivalent to \$934,000 in 2021), surpassing the previous record held by a Duesenberg Model J Victoria that belonged to Greta Garbo at US\$90,000 (equivalent to \$583,000 in 2021). A week after the auction it was revealed to be the limousine of the President of Finland, Carl Mannerheim (not Hitler). The same Mercedes went on to surpass its own record months later despite this error in its historical prominence.
 - On the other hand, a car belonging to a celebrity who is implicated in a credibility damaging scandal is likely to be worth less. An example of this is the Rolls-Royce Corniche belonging to British TV and radio personality, Jimmy Savile; in light of his sexual abuse scandal following his death, the car is speculated by the motoring trade to be worthless. However, the white 1993 Ford Bronco, that was involved in the chase between O. J. Simpson and LAPD, was sold for \$75,000 in 2004, almost twice its original value, 10 years after the incident.
- I expect such super-expensive cars are rarely driven. An extreme case highlighting a reason why: *“One of the largest challenges faced by those who invest in collectible cars is the risk of immediate devaluation following an automobile accident which causes physical damage to the vehicle. The most expensive car crash in recorded motoring history was caused by Christopher Cox, who crashed while driving his Ferrari 250 GTO and completely destroyed its front end. The car itself had an estimated value*

of approximately \$30 million (USD) prior to the incident.”

It is clear that Ferrari is the manufacturer of the most popular super-value investor cars sold at auction. Mercedes-Benz, Bugatti, Porsche, Aston Martin and Alfa Romeo follow. Then three British manufacturers: Maclaren, Jaguar and Bentley. Rolls-Royce feature in position 22 on the list.

Historically, prices at auction of these high-end cars are affected by significant fluctuations in the economy. Australia is reported to be entering a downturn. (I hesitate to use the ‘R’ word.) Fuel price increases, like those we are experiencing right now, have no effect at the top end, but may have on the

sale of our classic cars just like it did back in the 1970s when the price of fuel rocketed skyward and folk couldn’t change their big gas-guzzling cars quickly enough for smaller more petrol-efficient ones. Could the future impact of EVs affect the value of our classics? How long should we, or our family, own our classics to retrieve some monetary value before they may become worthless? Maybe you have an opinion on these questions. Or concerns relating to the ownership of today’s classic cars with what the future holds in mind? Crystallise your thoughts and send them to Editor Fran for publication. It could be provocative reading, I’m sure.

	Indicates overall record
	Indicates year record

List of the six most expensive cars ever sold at auction

Date	Manufacture Year	Car	Auctioneer	Locale	Original price (US\$)
May 5, 2022	1955	Mercedes-Benz 300 SLR Uhlenhaut Coupe	RM Sotheby's	Stuttgart, Germany	\$142,000,000
August 26, 2018	1962	Ferrari 250 GTO	RM Sotheby's	Monterey, California, United States	\$48,405,000
August 14, 2014	1962	Ferrari 250 GTO	Bonhams	Carmel, California, United States	\$38,115,000
February 15, 2016	1957	Ferrari 335 S	Artcurial	Paris, France	\$35,730,510
July 12, 2013	1954	Mercedes-Benz W196	Bonhams	Goodwood, West Sussex, United Kingdom	\$29,600,000
December 10, 2015	1956	Ferrari 290 MM	RM Sotheby's	New York City, New York, United States	\$28,050,000

Ferrari 290MM



Mercedes-Benz W196



Mercedes-Benz 300 SLR
Uhlenhaut Coupé



Ferrari 250 GTO



Ferrari 335 S



Elvis Presley's TR6

PART 2 : The French rebels that revolutionized the racing world

By Peter Brock

Feb 4, 2023 | Peugeot, Indy 500, Indianapolis

Motor Speedway, pre war cars | Posted

in Features | From the May 2021 issue

Lightning in a Bottle

The four young rebels were soon labeled *Les Charlatans* for their bald-faced effrontery in challenging the status quo. Peugeot, however, had been very careful to ensure the credibility and success of his highly controversial decision. First, he moved *Les Charlatans*' entire project away from the main factory, where it would have been under constant verbal and political attack. It went to a smaller Peugeot-owned company operating under a different name that was quietly developing a special aero engine for the equally fast-expanding French aircraft industry.

Second, Peugeot made a similar, but much quieter, deal with another ambitious young French engineer who claimed he also could design and build a superior GP racer to carry the Peugeot name to victory against Europe's fastest. His name? Ettore Bugatti. Peugeot's rules were simple: When both of the new designs were completed and ready to race, the faster of the two would receive his full support for the coming 1912 French Grand Prix in Dieppe.

The runoff between the two teams for Peugeot's patronage spoke volumes about the future of motor racing. Bugatti's admittedly beautifully finished racer, with a top speed of 99.4 mph, was completely outclassed by *Les*

Charlatans' first effort, which turned a then mind-blistering 115 mph.

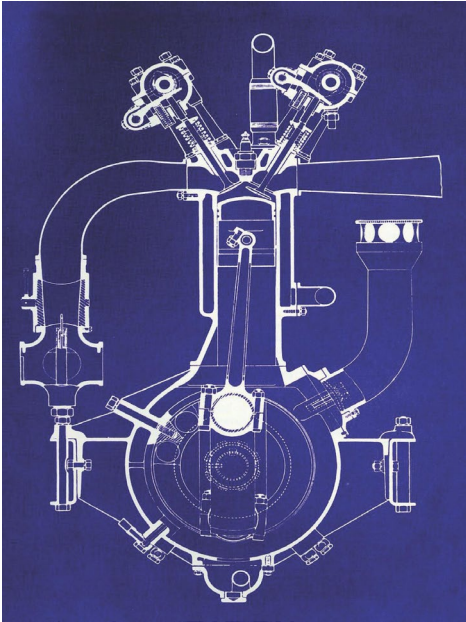
In truth, the winning *Charlatan* prototype, although officially called a Peugeot, was actually entered as part of a privateer team under the name *Equipe Boillot*—much as Enzo's *Scuderia Ferraris* were actually custom-built Alfa Romeos some decades later. It was Boillot's organizational genius that held the team together for Peugeot, while his prodigious talent behind the wheel gave him the personal fame and satisfaction that helped create history.

The unconventional Peugeot team's first GP racers were unlike anything seen previously. And it wasn't just the engines.

Everything was reconsidered for the team's new design, so the engineering focus was on lighter weight in the chassis as well as in the moving components of their revolutionary engines. Instead of building just one car, *Les Charlatans* built four.

When one comprehends that almost every single detail of these new cars had been merely a figment of the trio's collective imagination just weeks before the completion of their proof of concept, then one begins to grasp the equal genius of the team's draftsman, Ernst Henry, a man with a unique talent capable of converting verbal dreams into drawings for buildable parts.

There were few outside sources. Almost everything was conceived and made internally. Once on paper, each of these hundreds of individual components



The cross-section of Les Charlattans' lightweight, high-revving powerplant (above) looks contemporary even by today's standards. Equipe Boillot (top right) drove a team entry to first overall at the 1913 French Grand Prix.

had to be entirely hand-fabricated or carefully machined to an exceptional finish by highly experienced hands, almost like pieces of singular art. Only when all was finally assembled and fired up could the skeptics appreciate the true genius and mechanical innovation of these early racing designers.

In deference to their engine's displacement, these first cars were referred to as L76s. Smaller by half at 7.6 liters and much lighter than the highly favored Italian monsters from Fiat, these first four Peugeot GP racers literally bristled with new ideas.

It's easy now to point to their double overhead camshafts with four valves per cylinder and centrally positioned spark plug in the crown of a semi-spherical combustion chamber, or to

their slim, vertical, crank-driven shaft on the engine's nose that in turn drove the bevel gear mounted to the cylinder head that spun the twin spur gears attached to the leading edge of each cam, and then note the close similarity to almost any modern racing engine running today.

But back then—for those only familiar with conventional "flat head" designs, with the valves hidden down in the block much like in Ford's ubiquitous Model T—these jewellike details and their intended purposes seemed almost beyond comprehension.



Even the L76's four pistons were unique, being completely machined from steel billet. Perhaps two of the engine's least appreciated unseen details were their cast-iron blocks with integral cylinder heads to eliminate problematic cylinder head gaskets and the L76's pioneering dry-sump lubrication.

Somehow, perhaps in early testing, Les Charlattans had discovered the importance of scavenging the oil from the sump to reduce internal crankcase pressures at high engine speeds. This detail eliminated much of the inherent friction while guaranteeing constant pressure feed to the crank's main

bearings and connecting rod journals.

The improbability of Les Charlatans' amazing first-overall victory at the Grand Prix de l'ACF in Dieppe can only be imagined. Now formally entered as Peugeots by Equipe Boillot, the cars had appeared seemingly out of nowhere with four essentially brand-new, radically different, unproven designs to challenge the crème of European racing aristocracy in an immense 47-car grid.

Included among the lesser lights were a 9-liter, six-cylinder, Belgian-built Excelsior; two 6.2-liter French Roland-Pilains; no fewer than three 15-liter, aircraft-engined Fiats; and four 15-liter, probably also aircraft-derived French Lorraine-Dietrichs.

But it wasn't just the intimidating numbers in this vast field of mechanical wonders that faced Les Charlatans; the race itself was to be an incredibly destructive 956-mile run over some of France's best, but still relatively primitive, dirt roads. The expected duration was so daunting that race officials divided it into a two-day affair that would still allow each team some limited time for repairs in the parc fermé during the lightless late-evening break.

The Auto Club de France's grueling two-day Dieppe Grand Prix included a special prize for under-3-liter cars called the Coupe de l'Auto, posted by L'Auto magazine. The GP was the premier racing event of the year, attracting countless thousands. The purpose of the special Coupe de l'Auto prize was to create interest in smaller cars that seemed closer to the public's perception of what could actually be



The team's European success earned them an invitation to Indy in 1913. Jules Goux drove the No. 16 to a 13-minute victory; Paolo Zuccarelli's No. 45 dropped out early with engine problems. The race was almost Peugeot's and Equipe Boillot's complete undoing. Realizing how difficult the event would be, Boillot had wisely elected to build four L76s for the car-killing event. The prevailing conditions were so brutal that three of their four entries were lost before the end of the first day.

Photography Courtesy Indianapolis Motor Speedway

acquired. The race's front-running, elite, fire-breathing monsters seemed almost unworldly to the throngs, many of whom had never even seen an automobile.

Zuccarelli's Peugeot made only seven of the first 10 laps, never running higher than 13th overall. Rene Thomas—the team's fourth driver, who would later figure larger in Les Charlatans' fortunes—went out with a burned rod bearing early on the first day. Goux was easily running third overall behind the two leading Fiats by the third lap, when a fuel line ruptured and he lost an irreplaceable hour repairing it in the countryside—only to be later disqualified for not refueling in the pits as officially specified. Even today, only those who have competed in a French event like Le Mans can begin to understand the origins of the incredibly complex FIA rules and sometimes anal officiousness of the French organizers.

Team leader Georges Boillot and his inseparable riding mechanic, Charles

Prevost, lost time in the beginning laps with minor fixable annoyances but still somehow managed to stay with two of the fastest thundering Fiats. Through the exhausting two-day battle, Boillot finally managed to pass and win overall by what was then considered a "slim margin" of 12 minutes.



Photograph Courtesy Indianapolis Motor Speedway

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This completely unexpected victory by the radically new Peugeot racer against the highly favored Fiats was an unprecedented public success for Peugeot. It immediately raised the manufacturer's European status and, with it, the highly questioned credibility of the previously ridiculed Charlattans. Rene Thomas said later, "If Boillot had not won, it would have been the finish of our entire team." The Peugeot's victory proved a turning point in racing history, as it signaled the end of slow-revving, dinosaur-sized aircraft engines for racing.

When the representative for Indy's Carl Fisher arrived in France, he found Les Charlattans' incredible win at the Dieppe GP had made Peugeot the toast of the continent. He made a point to meet as soon as possible with the leaders of the two best teams in France: Peugeot's Equipe Boillot and Ernst Ballot. He also met with teams from Germany and Italy. Eventually, a total of six drivers would sign.

A generous offer of support to bring the two leading French teams to Indianapolis was made. The added incentive of \$20,000 for the winner (almost half a million dollars in today's money) made the decision fairly easy, as the costs to design and build two very special new Peugeot racers for the American 500-miler were then considerably defrayed.

The rules for the 1913 Indianapolis 500 were based on an engine size limit of 450 cubic inches. That dimension had become popularly accepted for American racing engines because

it matched the displacement of production versions by Duesenberg and several others of local origin.

The new Peugeots for Indianapolis were carefully refined yet slightly smaller-engined versions of Les Charlattans' L76 Dieppe GP winner. Time and finances limited Peugeot's entry to two cars. When Goux and Zuccarelli first tested on the brick-surfaced Indianapolis Motor Speedway, they encountered serious tire problems. Anxious to make sure his foreign stars would be competitive on race day, the event's promoter, Carl Fisher, introduced them to experienced American driver Johnny Aitken, who analyzed the problem and determined that the Peugeot's Michelin tires, combined with the Peugeot's obvious speed advantage, were an unsuited combination for the circuit's hard brick surface.



Image Courtesy Indianapolis Motor Speedway

Europe's softer dirt roads had been much easier on the French rubber. With no American tires available to fit the Peugeot's Rudge-Whitworth wire wheels, Aitken had only one solution for the Frenchmen's dilemma: Slow down.

Aitken was hired as the team's crew chief and strategist for the race, and

Goux put his sage advice to good use. During the race, Zuccarelli's harder-pressed Peugeot lasted only until the 18th lap, going out early with main bearing failure. Goux and his race mechanic, Emil Begin, ran the entire 200 laps with no relief, the first team ever to do so.

Goux kept a steady, reserved pace of just under 80 mph to easily win the 500-miler, finishing a comfortable 13 minutes ahead of his nearest rival, American Spencer Wishart in a Mercer. Even with carefully planned stops for rubber, Goux essentially controlled the race in four intervals by leading 138 of the 200 laps.

Goux and Begin created a minor sensation in the pits—and a great story in the press—by reportedly downing several bottles of fine French Champagne during their pit stops to “refresh” themselves. Later, after collecting his \$20,000 winnings, Goux remarked that it was one of his most enjoyable races ever.



Photograph Courtesy Indianapolis Motor Speedway

After the race, in keeping with Peugeot's practice of selling its cars to offset costs, both the 1913 Indy Peugeot racers were sold to top American drivers

Arthur Duray and Bob Burman. The results of this now questionable sale would change motor racing history forever. American copies of the Indy winner's Peugeot engine, in time, completely altered the direction of previous endeavors.

And it wasn't just in America: The first four Charlatan racers from the 1912 Dieppe GP race had also been sold to manufacturers in the U.K. and France, so the team's previously closely held speed secrets soon influenced the details of almost every serious contender in Europe. But it was in America that the winning “Indianapolis Peugeot” engines effected the most change.

The Secret's Out

By the winter of 1914, the threat of war had changed all of Europe. Peugeot was concerned with far more important matters than motor racing in preparing for the coming conflagration. Bob Burman, who had bought one of the Indy Peugeots, had blown its engine, so he contacted Peugeot for a replacement, hopefully in time for the 1914 racing season. Told the company was no longer in the racing engine business, Burman turned to American racing specialists Harry Arminius Miller and Fred Offenhauser in Los Angeles. The two had recently joined forces to manufacture Miller's innovative Master carburetor for the general market.

These were selling by the thousands, so by the time Burman contacted Miller Engineering for a new engine, the company had raised enough capital to expand its facilities to specialize in the repair and re-creation of parts for exotic

engines from Mercedes-Benz, Isotta, Delage, Hispano-Suiza and Fiat as well as the usual domestics.

Taking delivery of Les Charlatans' masterpiece and using it to build a brand-new, Peugeot-inspired engine for Burman became an education that gave Miller rare insight into some of racing's most revolutionary ideas. The opportunity to carefully inspect and then completely redesign, refine and improve the design would change racing engines in America for decades to come.

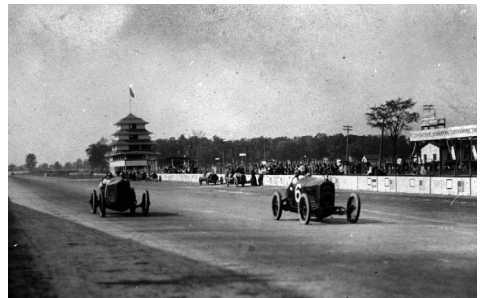
Subsequent Miller and Offenhauser racing engines, powering every combination of American chassis through the next 60-plus years, showed constant evolutionary refinement and upgrading of the original Peugeot concept. These new Miller engines came in a variety of sizes and configurations, all drawn by brilliant American designer Leo Goosen, and they became the racing world's mechanical marvels.

They came to dominate all forms of American competition, especially at the Speedway, until the advent of the game-changing, rear-engine, Colin Chapman-designed Lotus 35 with Ford Cosworth power in 1965. But even then, its winning Cosworth V8 was still based on the basic concepts established by Les Charlatans' 1913 Peugeot Indy winner, an inspirational concept that will no doubt continue to influence dozens of challengers for decades to come.

Genius Endures

Even without Peugeot's official backing,

Boillot's Peugeot team came again to Indy in 1914, this time as privateers. But it wasn't quite the same. Zuccarelli had been killed in practice for the French GP shortly after their 1913 Indy win. By May of 1914, almost every other engine builder in Europe had seen what Les Charlatans had invented and was already building or attempting to copy their revolutionary concepts.



Indy's brick surface chewed up the team's soft, white tires. Local racer Johnny Aitken (top, in cap) offered a solution: Simply slow down.

Photography Courtesy Indianapolis Motor Speedway

The 1914 Indy-winning Delage, with ex-Peugeot driver Rene Thomas at the wheel, may not have been the fastest in qualifying (tires again). However, its engine, recently designed by Thomas's good friend and ex-Peugeot draftsman Ernst Henry, certainly had many similarities to his earlier Peugeot Dieppe GP winners.

Upon their return to France after Indy in 1914, both Goux and Boillot

joined the French army and essentially disappeared in the fog of war. Ernst Henry went back to Peugeot and designed a V8 aircraft version of Les Charlantans' original four-cylinder racing engine. Peugeot made some 8000 of these V8s to power the revolutionary (first all-metal) Voisin bombers that helped stop the German invasion of France.

In America, development of the Peugeot-inspired Miller engines continued for decades, with two of the special front-drive Miller racing cars that had been taken to France by French racer Leon Duray in 1929 being purchased by Ettore Bugatti for development of his own designs.

Time proves change is constant, but original genius remains forever.

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MEMBERS' INFORMATION

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

To our *two* 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's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

As at 31 March, our total membership stood at 266, with two members joining during the month.

Neil Bransgrove TR3A

Branko Rmandic Herald

It has been pleasing to note that several members have now 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-frames.php>) if any changes are needed.

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.

Updates to Membership Details

If any details on your renewal notice are incorrect, please use the 'Update Details Form' available on the Club's website at <https://tccv.net/members-only/updateform-frames.php> and send the completed form to: membership@tccv.net

Name Badges

Members are encouraged to wear their name badges at meetings and events as this assists members getting to know each other as well as identifying TCCV members at public events. Please advise me if you require additional/replacement badges (\$10 each).

TCCV Membership

\$60.00 Annual Membership, with a **\$10.00** membership fee discount for eTrumpet in preference to a hard copy of the club magazine.

\$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.

NOTE



At the TCCV General Meeting on 19 April, TCCV member Jerome Mailer – who is also a neuroscientist and MRI Clinical Science Specialist for General Electric Healthcare – will explain how magnetic resonance imaging (MRI) works, and how imaging can be used in the context of dementia and other disorders.

Be sure to register your attendance!


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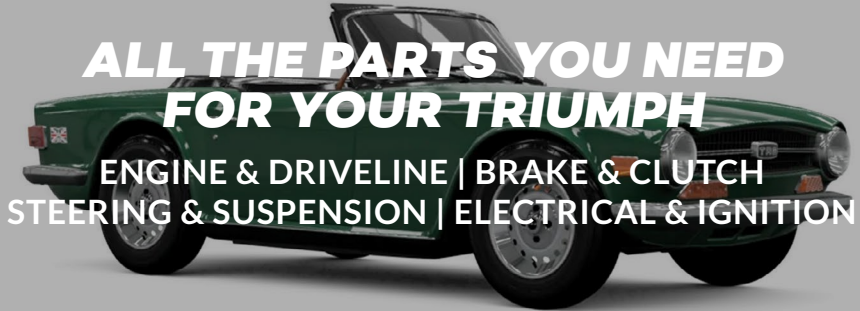
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