

The TRIUMPH

June 2023

TRUMPET

The Triumph Car Club of Victoria Magazine



THE MILLE MIGLIA



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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 monthly, except January, and our aim is to mail the magazine by the second Wednesday of each month. Articles can be sent to the Editor at any time.

Life Members

Alan Andrews
Syd Gallagher †
Roger McCowan
Graeme Oxley
Terry Roche
Fay and John Seeley
Peter Welten
Lionel Westley †

All correspondence to

secretary@tccv.net

or

Triumph Car Club of Victoria Inc.
1 Deck Terrace
Safety Beach VIC 3936

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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*:
Fran Madigan, editor@tccv.net

THE COVER STORY

The photo on the cover is of the drivers' lapel badge from the 1954 'XXI Mille Miglia'.

The 'Mille Miglia' (The 'Thousand Miles') was an open-road, motorsport endurance race established in 1927 by two young Counts, Francesco Mazzotti and Aymo Maggi, which took place in Italy 24 times from 1927 to 1957 (13 before World War II, 11 from 1947).

Like the older Targa Florio and later the Carrera Panamericana, the Mille Miglia made grand tourers like Alfa Romeo, BMW, Ferrari, Maserati, Mercedes Benz and Porsche famous. The race brought out an estimated five million spectators.

From 1953 until 1957, the Mille Miglia was also a round of the World Sports Car Championship.

Since 1977, the Mille Miglia has been reborn as a regularity race for classic and vintage cars. Participation is limited to cars produced no later than 1957, which had attended (or were registered to) the original race.

The route (Brescia–Rome round trip)



is similar to that of the original race, maintaining the point of departure/arrival in Viale Venezia in Brescia.

And the 1954 'XXI Mille Miglia' is the race that saw the Triumph TR2 test itself in front of the world for the first time.



EDITOR'S NOTE

By Fran Madigan, TCCV member #904

Well, winter has well and truly arrived with a seamless segue from the very chilly autumn. And where I am it has been very wet and muddy. Only 12 weeks before the joys of spring!

This month we feature the Mille Miglia, an arduous 1,000 mile sports car Grand Prix, where the Standard Works TR2 made its racing debut in 1954. What a gruelling race.

In August, TCCV is undertaking a re-enactment of a 24-hour car trial around Victoria which was originally held 90 years ago in 1933. Alan Andrews has put together the itinerary and you are encouraged to join this wonderful drive.

Graeme Oxley has written about his experience of owning a 1976 TR6 in the US – among other vehicles – during a posting there in the 1980s.

Following the inaugural National Triumph Stag Rally in Adelaide in early March, Alan Andrews has received an impressive commemorative medal which was produced by the Stag Owners Club of South Australia.

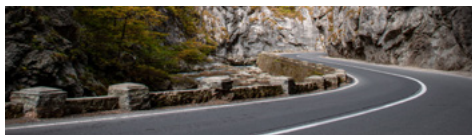
Thanks also to Terry Roche for his comprehensive coverage of May's historic Winton races – racing, vintage and historic cars, and camaraderie. Make sure it's in your diary for 2024!

Coverage of the June TCCV breakfast, held on a rare sunny winter's day at Safety Beach, has been provided by David Ferguson. With a record number of attendees, a good time was had by all. There is another breakfast scheduled for June – at 9am on the 17th – and this time in Moorabbin. Check the website for details and to register your attendance.

We welcome two news members to the TCCV this month – Trent Harlow and his Spitfire MK3, and Stan Kollaris and his TR6. Make sure you introduce yourself to Trent and Stan when you have the opportunity at forthcoming TCCV events.

Stay well and keep warm – and please send in your Triumph-related articles or photographs or ideas for future editions of the *Trumpet*.

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!

JUN. 17 / TCCV Saturday Breakfast

At Penny for Pound Cafe in the Morris Moor complex, 7 Cochranes Road, Moorabbin. Arrive 9am. Register on the website.

JUN. 21 / TCCV – General Meeting

JUN. 25 / Lane 88 Auto Museum 1st Anniversary

8am-12 midday, 88 Lewis Road, Wantirna. Cars, coffee, cake and children's entertainment.

JUL. 9 / TCCV President's Lunch

Beveridge Tavern, 5/9 Old Hume Highway. Arrive by midday and order from a reduced menu.

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 (see pages 12-15 in this *Trumpet* edition).

AUG. 16 TCCV – General and Annual General Meetings

AUG. 19-20 / All Triumph Challenge Organised by TSOA. At Winton Raceway.

SEP. 15-17 / Veteran Vintage & Classic Vehicle Club of Wangaratta: 52nd Annual Spring Rally

At Lake William Hovell and touring the King Valley.

SEP. 20 / TCCV – General Meeting

OCT. 5-9 / Grampians Adventure Tour – Joint Annual Rally

Joint SA, Victoria & ACT Triumph Car Clubs event. Meet at 10am at the BP Service Station on the Geelong Bypass and travel to Hamilton. Detailed itinerary will be featured in the July *Trumpet*.

OCT. 18 / TCCV – General Meeting

NOV. 5 / Point Nepean Heritage Motor Show

Inaugural 2023 Rotary Nepean Heritage Motor Show at the Point Nepean Quarantine Station.

NOV. 15 / TCCV – General Meeting

NOV. 19 / MGCC 100th Anniversary: Annual Historic and Classic Hill Climb

Following our impressive display at Caribbean Park in February, TCCV and TR Register have been invited by the MG Car Club Victoria to put on a show of Triumph cars at this event.

NOV. 19 / Shannons American Motoring Show

At Caribbean Park. Further details to come.

DEC. 3 / TCCV Christmas Party

At the Wheelers Hill Hotel, 871-881 Ferntree Gully Road, Wheelers Hill. \$33 pp. Register on the website.

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



Along with the arrival of winter, a lot of insurance and rego renewals have been rolling in this month. Could this be the winter of my discontent?

Somehow everything appears to have become synchronised around June and July – house, cars, etc. We had them well spread out across the year at one stage, but with car changeovers and changes between insurers they've all arrived around the middle of the 'bell curve'. Somehow, every cost appears to have been pumped up by around 25 per cent as well.

A quick 'surf' on the web indicates that it's not personal, and every comment I can find is a bitter complaint of an across-the-board increase in insurance cost and a collapse in customer service. One would almost suspect some level of cartel behaviour, a bit like how fuel prices all magically increase and decrease on the same day regardless of the variable input costs of the various thousands of fuel outlets.

So, on the topic of insurance, many members will have brought their cars in for winter storage and driving days will, unfortunately, be rare for the next couple of cold wet months. It brings to mind some old advice as to 'wintering' vehicles to keep them in the best possible condition ready for a new life in spring. The main big things to prepare to insure against degradation are radiator, engine, tyres, fuel and brake/clutch fluids.

First, fill the tank with good quality fresh fuel (BP 95 or 98 RON recommended – a full tank will suffer less internal condensation, and fresh 98 RON in a vented tank will lose some

of the volatility over time to effectively be 95).

Next, make sure the radiator fluid is fresh and the correct type and mix ratio so the block and radiator won't corrode, while an oil change with fresh engine oil run through the engine will make sure sludge from old oil won't block journals, oil pump or oil passages. Replacing 50-100ml of brake and clutch fluid in the reservoirs with fresh fluid can defend against the water contamination which occurs over time (brake fluid is hygroscopic and absorbs water). Pump the tyres up to recommended pressure and put down some thick carpet squares (double up if you like) on the garage floor where the tyres are going to sit for the winter. This helps to insulate the tyres against any damp rising from the concrete.

Now the big item – the battery. It's pretty simple. First, if it's a wet cell, give it a top up with clean distilled water to the recommended level before proceeding. Make sure it's clean with no green/white acid growth on terminals, no grease or dirt on the surface. Make sure you have a disconnection device like an Anbi-Switch or a screw-disconnect on the earth side of the battery. In the absence of this, be prepared to remove the earth side cable from the battery post. (Positive for positive earth vehicles, negative for negative earth vehicles.)

Give the battery a good charge, with a high-quality multi-stage charger, then park it, disconnect the battery, put a good quality bedsheet or car-cover over it and give it a kiss goodnight ... 🧊

Come Spring, your significant 'other' other will be ready to roll ...

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

Best regards

Pete Byrnes

THE MILLE MIGLIA

By Paul Richardson (son of Ken Richardson)

© First published in Moss Motoring, June 2001

The era of the great road races in Europe where the high pitched song of racing engines could be heard resounding through the streets of cities, towns and sleepy mountain villages is long gone. Races like the Targa Florio around the island of Sicily and the Mugello Grand Prix near Florence have a ring to their name and are synonymous with truly classic sports car races. But of all road races, the Mille Miglia was probably the most arduous and testing of them all – one in which a works TR2 was to make its racing debut.



So why was the Mille Miglia such a challenge? It was essentially a 1,000-mile sports car Grand Prix, starting and finishing at Brescia, and run over some of the most treacherous roads imaginable, where a mistake on many sections could end up with a trip down

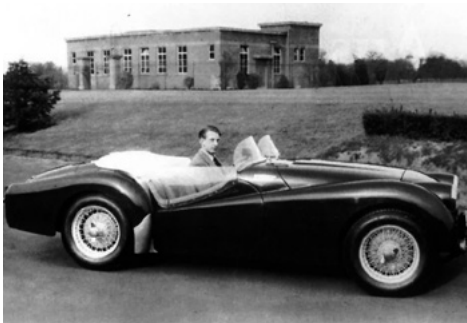
a ravine. Even on the fastest sections, where leading cars peeled off mile after mile at 170 mph, the straight roads were often narrow, heavily cambered, and full of nasty surprises – like dozens of hidden brows, notoriously bumpy railway crossings and dips in the road where faster cars became airborne. There were also those surprise potholes along the loose-surfaced edges of the roads, which could burst a tyre or damage suspension or chassis.



The high speed sections were tricky enough, but roughly half the race, between Pescara and Bologna, ran through the very twisty climbs and descents of the Apennine Mountains which ended with the Radicofani, Futa and Raticosa passes south of Bologna. Cars were often literally shaken apart, or their suspension destroyed, if tough sections were taken with too much enthusiasm. A regular problem was the fact that fuel tanks often fractured or broke loose from their mountings due to the constant shock loadings. It must also be remembered that cars had no seat belts in those days, so, bearing in mind that the Mille Miglia was a 1,000-mile race with no letup, untethered drivers and co-drivers were subjected to constant buffeting – especially the

co-drivers, who had no steering wheel to hang on to, only a small grab handle on the dash.

The 1954 Mille Miglia saw an entry list of over 470 cars of all types, from out-and-out racing sports cars entered by factory teams to small saloon cars driven by amateur drivers who joined with the professionals to battle for glory in arguably the greatest of all road races. Such was the support by the Italian contingent in 1954 that there were no fewer than 22 Ferraris entered, including works cars for Farina, Paolo Marzotto, Giannino Marzotto, Maglioli, and Biondetti; the works Lancia team consisted of no less than Ascari, Villoresi, Taruffi and Castellotti. British works entries included two Aston Martin DB3s for Reg Parnell and Peter Collins and three Austin-Healeys for Lance Macklin, Louis Chiron, and Tom Wisdom (Macklin and Chiron driving alone).



This was also the racing debut for works TR2 OVC 276 for Ken Richardson and Maurice Gatsonides. Ken, who developed the TR2, entered this race specifically to see how the car would perform and stand up to the mechanical stresses of the Mille Miglia prior to starting the Triumph

competition department.

Among the host of saloon cars of all types entered, some sported the inevitable “go faster tape,” and probably the most entertaining contingent were the seven Isetta bubble cars entered! I remember driving an Isetta in my youth. It had no reverse gear, and the single door consisted of the whole of the front of the vehicle, which opened forward. If you forgot about the front-opening door and parked too close to the pub wall or parked traffic, you couldn't get out of the damn thing. As you had no reverse, you either had to shout for help to push the car back, or climb out through the roof light!

Conditions for the 1954 Mille Miglia turned out to be more of a challenge than normal because a particularly harsh winter had further broken up road surfaces, and torrential rain had been flooding Italy for days, bringing with it mist and thick fog. The mixture of intermittent rain, fog and sudden mists throughout the race led to many accidents.

Giuseppi Farina, who started the race at 6:06 am in his Ferrari, was to come to grief early in the race. He crashed heavily, breaking his arm, only a few miles from the start near Lake Garda. The race then ran east through Verona, Venice and Padova, where the route turned south to Ferrara and then southeast to Ravenna for the long blast down the Adriatic coastline to Pescara.

It should also be noted here that if the sun were shining, drivers had it full in the face for the first half of the race until they turned west at Pescara to tackle

the infamous climbs and descents of the twisty Apennine Mountain passes en route to Rome. This section was notorious for accidents, and Reg Parnell, who was in 5th position at Pescara, had an enormous crash on the Popoli to Aquila section. His Aston Martin was completely destroyed with such an impact that both the engine block and gearbox casings were split – not to mention the chassis. Unfortunately, the other DB3 driven by Peter Collins did not finish either. Aston Martin, like Jaguar, never entered the race again.

My late father said that besides the obvious dangers of the race, the Italian enthusiasts had an unnerving habit of crowding onto the roads in hordes to see approaching cars, only moving back at the last moment when the speeding cars were almost on top of them. This caused several tragic accidents.

The gallant Taruffi set new records down to Pescara in his Lancia and was leading the race at Rome only to crash off the road later when he had to take avoiding action while overtaking a slower car. Third-place Castellotti went out before Rome with a failed transmission, leaving Alberto Ascari the sole survivor of the works Lancia team.

In the midfield race, Chiron's Austin-Healey went out with a fractured brake pipe, and Tom Wisdom's car suffered a broken valve spring. This left Lance Macklin the sole survivor of the Healey team. He drove a superb race alone in his 2.6-liter Healey, and finished 23rd overall. As well as the single works TR, there were also two privately entered TR2s driven by Les Brooke and Jack

Fairman, with Stoddart in the second car. The Brooke TR ran out of fuel, but finished in 64th place, and the Stoddart car crashed.

The race was won by the remarkable Alberto Ascari in a Lancia at an average speed of 87.3 mph, followed by Marzotto in a Ferrari and Musso in a Maserati. Ascari never intended to drive in the race because he hated it. In fact, he insisted that his F1 contract with Lancia stipulated that he would never be asked to drive in the Mille Miglia. He only stepped in at the last moment to take the place of his teammate and idol, Luigi Villoresi, who had been seriously injured while practicing for the race.

The fantastic race-long duel for second place between Paolo Marzotto and Luigi Musso continued through Modena, Parma, Cremona, Mantua and finally to Brescia. At the finish, Marzotto took second with Musso only a mere nine seconds behind after 12 hours of racing.



Amidst all the drama, mechanical failures, and accidents throughout the race (which that year was dubbed "a mechanical massacre"), the works TR2 of Richardson and Gatsonides ploughed on relentlessly and reliably to finish in a very creditable 27th place overall at an average speed of 73 mph. Thus, the 1954 Mille Miglia was the start of the works TR era, and the TR2 OVC 276 used

in that race became Ken Richardson's personal competition car and went on to win major honors in many European events thereafter. OVC 276, that King of TRs, still survives today and is regularly driven on the open roads of Europe, as if making a statement for the TR's legendary reputation for stealth and reliability.



It would be remiss of me at this stage not to mention the fact that, of the seven Isetta bubble cars entered, four finished the race, and the car driven by Cipolli and Brioschi won the Index of Performance Award. Cipolli's race average was 44.8 mph, and the race took him some 20 hours to complete – doubtless flat-out all the way. He then realised that if he drove in the 1955 event alone, to increase the power-to-weight ratio, he might finish with a higher race average than the outright winner of the 1927 race. The indomitable Cipolli achieved his dream.



To conclude, I think it fitting to quote the late Denis Jenkinson, who navigated Stirling Moss to that record-breaking victory in 1955 in a 300SLR Mercedes.

“Jenks” said of the Mille Miglia, “This was not a motor race, this was something far greater, far tougher—it was a battle between the human race and all those things its agile brain had schemed up. Here was man trying to prove to himself that the machines he made, the roads he built, the houses, the walls, the bridges, everything he had constructed, were for his use and that he was the master of them all. Nature was putting up her best opposition, and everything that man had made with his own brain and hands was now conspiring to kill him. If we gave up now, it would be admitting defeat by our own devices. I could see that we must go on, we must fight our way through, this was not a battle of one man against another, it was an impossible fight of man against himself, and if he gave up now, the human race was going to lose some of its reason for existence.”





This 'TRW' Works Triumph is ready for the Mille Miglia, are you?

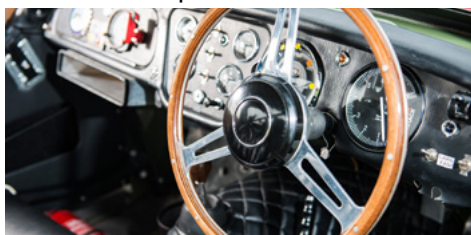
Situated within the same building as the service division, on the Birmingham Road, Coventry, the Standard Triumph Competition Department occupied roughly a third of the shop floor area. Under the stewardship of Ken Richardson, the Triumph Competition Department was a force to be reckoned with until the firm's new owner, Leyland, took the decision to unceremoniously shut it down in 1961 despite eight years of relative success. The 'bean counters' won.

The rally cars, as Ken Richardson always maintained, were run as near to standard as possible and the cars, which were hand-built with soul, were reliable, and the drivers were stars – a special breed. It's hard to imagine race and rally cars being built in the corner of the same factory that produce road cars

today and here lies the magic of classic competition cars. They were built with passion to demonstrate the very best of what an evolution of the road cars could provide.

The first outing for TRW 736 was at the 1957 Tulip Rallye where the car, driven by John Waddington and William Cave took top team honours placing 1st in the GT class beating the legendary Paddy Hopkirk in fellow team car, TRW 737.

The car was then entered in the notoriously long, rough and fast Liege-Rome-Liege Rally where rallying tour de force Bernard Consten and Pichon achieved 3rd overall after a gruelling battle at the top of the leaderboard.



This was the best ever result by a Works Triumph TR. The other two team cars finished 5th and 9th overall which was enough to also clinch the Overall Team Award.

In the late 1960s the car was sold on by a local garage and as with many ex-Works triumphs, the car was presented as a used road car with no real note of its history. TRW 736 would remain as a road car until the 1980s when its rally career was finally realised.

It was John Sykes – owner of TR Bitz – who set about gathering together some of the correct, period items for the restoration, while it was the subsequent owner who would undertake an exacting three-year restoration to its original Works specification. This work was completed by TR Enterprises, and the aim was to build a safe and competitive car for modern historic events.

The car was completed in time for the 2012 Liege-Rome-Liege where it finished 2nd overall. Today, it is presented with an impressive history file, and represents one of the most well documented of the Works TRs. There is a wealth of correspondence from previous owners as well as the Works drivers. Also present is original documentation from the Liege-Rome-Liege and Tulip rallies and a wealth of period images. Furthermore, there are invoices on file showing recent expenditure with TR Enterprises.

This is a golden ticket to all the top road and race events around the world; indeed, TRW 736 has most recently completed the 2021 edition of the Mille Miglia and is fully prepared for its next rally with current FIVA, FIA HTP Papers and Mille Miglia Registro card.

This car was offered for sale in 2022 and this article appeared in *Classic Driver*, April 2022.



Hal Coulson Re-enactment Car Trial: 5-6 August 2023 – 90 years later

By Alan Andrews, TCCV member #572

In August 2023 there is an opportunity to join a re-enactment of a 24-hour car trial conducted 90 years ago. Some roads they travelled are no longer available, but our route will be as close as possible to the original.

It promises to be an excellent drive. Prepare your Triumph, register on the website, book a motel room for Saturday night at Echuca, and come join the fun.

The 2022 December Triumph *Trumpet* features the article about the original car trial in 1933 and is reprinted on the following pages.

Depart Yarra Glen 10.00am

Saturday 5 August

Start	Via Point	At Via Point	Distance	ACC Distance
Home	Yarra Glen	Morning Tea		
Yarra Glen	Healesville		15	15
Healesville	Marysville		33	48
Marysville	Taggerty		24	72
Taggerty	Thornton		11	83
Thornton	Alexandra		16	99
Alexandra	Mansfield	Lunch	69	168
Mansfield	Tatong		54	222
Tatong	Benalla		26	248
Benalla	Shepparton	Afternoon Tea	62	310
Shepparton	Kyabram		38	348
Kyabram	Echuca	Overnight Stop	40	388

Bypass going to Eildon: a dead end road.

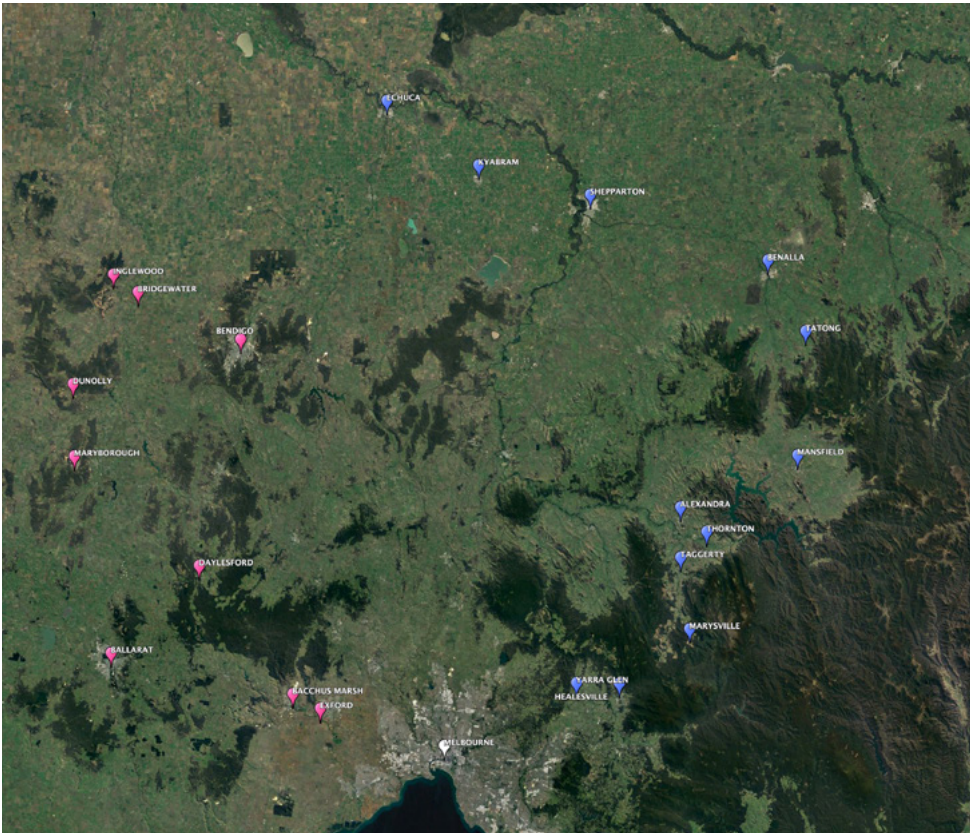
Overnight stop at Echuca: Philadelphia Motor Inn, Echuca.

Dinner at Echuca: Rich River Golf Club.

Depart Echuca at 9.30am

Sunday 6 August

Start	Via Point	At Via Point	Distance	ACC Distance
Echuca	Bendigo		91	91
Bendigo	Bridgewater	Morning Tea	38	129
Bridgewater	Inglewood		8	137
Inglewood	Dunolly		39	176
Dunolly	Maryborough		23	199
Maryborough	Ballarat	Lunch	66	265
Ballarat	Daylesford		44	309
Daylesford	Bacchus Marsh	Afternoon Tea	56	365
Bacchus Marsh	Exford (?)		15	380



The Australasian, 5 August 1933

24 HOURS' CAR TRIAL

SEVERE CONDITIONS.

MANY FAIL TO COMPLETE.

Featuring W.H. Coulson Triumph Car No. 17

Keen enthusiasm and a fine sporting spirit were shown by competitors and officials throughout the 550 mile circuit of Victoria in the 24-hour trial, conducted last Saturday and Sunday by the Light Car Cub of Australia. Heavy red clay, sometimes more than a foot deep, thick mists, rain, and water splashes were among the many obstacles that had to be overcome, and to maintain the fast average speed required in order to arrive at the controls at the correct time imposed a severe strain on the drivers. Despite the difficult conditions, however, 27 out of the 42 entrants finished, and four finished without the loss of a point. Several women competitors made a particularly creditable performance. Only three minor accidents occurred, and these were all caused by the greasy and treacherous surface on the steep winding descent of Mount Slide.



The route lay through Healesville, then over the Blacks' Spur to Marysville,

Between Marysville and the Eildon weir an acceleration test was conducted, after which competitors continued to Mansfield, where they had dinner. After leaving Mansfield they passed through Tatong, Benalla, and Shepparton along many rough and slippery roads.



Early on Sunday morning they reached Kyabram, and then started the most difficult section of all, for before reaching Echuca more than three miles of thick red clay and large pools of water had to be negotiated, passengers climbed out and helped to push cars on to the road after sliding into ditches, and chains were commonly used. Horses were also available to pull out cars which had become more seriously bogged. At Echuca a welcome wash, and hot supper were obtained at the railway refreshment-rooms. The long drive then continued through Bendigo, Inglewood, Dunolly and Maryborough to Ballarat, which was reached shortly after dawn. After breakfasting at Ballarat competitors continued in heavy rain through Daylesford, Bacchus Marsh and Exford back to Melbourne. At various points on the course a flying half-mile, mile, and hill climb tests were also held.

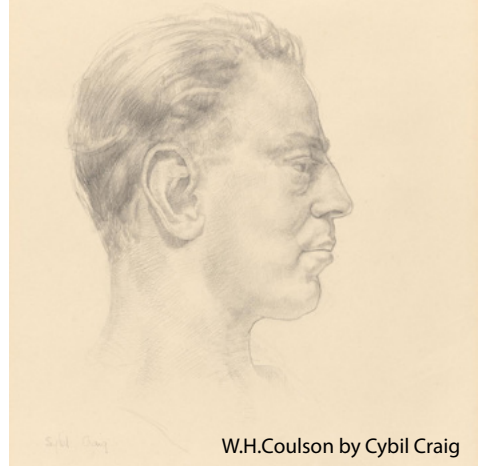
The results of the trial, which will be worked out after reports have been



P. McCutcheon (???) R. G. Tucker :
(Triumph-Rhodes Motors'). C. P. Duncan
(Graham) A. J. Wylie (Willys 77). J. W.
Williamson , (RiLey), K. Putt (Riley). K.
Shugg (Austin), H. Edwards (Bugatti),
W. 'Hal' Coulson (Triumph), W H.
Lowe(Lombada), H. Aldett (Singer).

received from all the controls, will not
be known until later in the week. The
following completed the course:

Misses, K. Craig (Riley). C. Lyle (Riley).
E. Lucas (Riley), M. Morrow (Riley), and
Messes. L. L. Pound (Crossley- Crossley
Distributors.) J. Clements (Riley B. L.
Coten Motors (Austin) G. Pockett (Ford).
K. Beatson (Riley), M. Point (Wilys 77)
C. Warren (MG), W. Leech (Austin), D.
Beston (Wilys 77), I. Murphy (Riley),



W.H.Coulson by Cybil Craig

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My two years with a USA TR6

By Graeme Oxley, TCCV member #471

As a younger person I always dreamed of owning a TR6 with overdrive. Being married with three young daughters, having a sports car was put on the back burner. Previously I had owned a 1960 Bugeye Sprite and had a Datsun Fairlady while on a posting to RAAF Base Butterworth in Malaysia. The Bugeye was on my first tour from 1972 to 1974. This was a real fun car. It was circuit raced at Kuala Lumpur, hill climbed, grass track raced and motorkana raced in the Penang area. Circuit racing at Bata Tiga in KL was a real experience. My Bugeye was flat out at 80 MPH and Porsches passed me at twice that speed. From 1979 to 1981 the Fairlady and a 1966 MK1 Triumph 2000 manual was in my carport. British cars back in that era were very popular. Living in Malaysia back then was terrific. Beautiful weather, working on the Mirage Mach 2 fighter, servants and tropical allowances. What a life.

A big highlight of my RAAF journey was a two-year-three-month tour of the USA from 1985 to 1987. I was posted to St Louis in Missouri on the F/A-18 Project Team. I had a variety of cars. Driving LHD cars was interesting. My first car was a 1977 VW Rabbit (a Golf in Australia). What a quick car. I also bought a 1979 Dodge Charger. You needed a cut lunch to get the spare wheel out. Only had this car two months as it was just too big. I then bought a very nice Mimosas May 1976 TR6 with overdrive on 2nd, 3rd and 4th gears, and intergrated air conditioning. It had an Ansa four pipe exhaust system. Sure was loud. It would have been nice to bring this car back

to Australia but the 1987 customs rules were just too hard. An RAAF guy liked my Rabbit so I sold it to him. I then bought a 1979 V6 Buick Century Station Wagon. We certainly covered a lot of territory in that. We drove everywhere. Drove through 27 of their states.

American TR6s are twin carby cars. Australia had the 150 BHP fuel injected cars. The speed limit in Missouri at the time was 55 MPH. The twin carby cars had plenty of power. St Louis was having a British Day Car Show. It was getting close to returning to Australia so I decided to detail the car to sell it. The silver steel rims were a bit untidy so I decided to paint them. Since arriving in St Louis I noticed a lot of cars on the side of the highway with flat tyres. I could get three wheels off but one nut on the front RHS just would not budge. I went up to a local service station and eventually got the stubborn nut undone. He actually split a socket. What car owners didn't do in the snow areas was put anti-seize on all nuts and good idea to put some on the spark plug threads especially if you have alloy heads. I sold the TR6 at the British Day.



Above is a photo of my 1976 TR6. One day I might get another TR6 but in between time our manual magenta Stag will be our Club Car.



The Inaugural National Triumph Stag Rally

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

By Alan Andrews, TCCV member #572

It has been over two months since driving home from Adelaide having attended the successful inaugural National Triumph Stag Rally. As well as enjoying the various events over the

days, a commemorative medallion was promised as it was still in production.

It arrived early May. A polished rectangular brass plate 80 x 55 mm showing a map of South Australia boasting the Union Jack, Southern Cross and, of course, a Triumph Stag emblem. It is awesome. Well done to Gary Blucher and the Stag Owners Club of SA.



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Historic Winton: 26-28 May 2023

By Terry Roche, TCCV member #588

Held over three days on the last weekend in May, Winton historic races attracted what must have been record crowds and record entries.

The event attracted open wheelers both vintage and veteran, as well as all manner of classic vehicles. Some of the vehicles in the events included a Vauxhall, a number of 'humpy' Holdens, early model Austins, Minis, a Volvo, two Ferrari Daytonas and a few Mark 1 Cortinas.

The variety of car models in the crowded car park highlighted the number of car clubs that chose the races as their club event.

Celebrating the 100 years of Triumph, TCCV and TSOA were invited to display their cars in the corporate building alongside a display of Austin 7 models, a 1964 BMW 70 and a few Chevrolets and Pontiacs. Space was limited and we only had Ian Watts race model saloon, Alan Andrews' Stag, Keith Atherton's TR4 Dove, Michael Kip with a friend's racing TR7 and my TR6. There were at least 10 other Triumphs in the car park that could not be accommodated in the building.

This year there was also a large contingent of motorbikes, some with sidecars, and many bike races. The weather held on Saturday which made for some entertaining racing, with challenges between Cortinas, Minis and the early Holdens. On Sunday the drizzling rain was less comfortable for spectators, but the bike and sidecar races were thrilling, and the classic car races were also testing, with some spills



Alan Andrews' Stag and Terry Roche's TR6



John Goodman's TR6 and Peter Welten's 2500 PI



Peter Welten (and Terry Roche and Alan Andrews) in his 2500 PI in the Parade Lap



TSOA cars

and slides. My 'Bravery Medal' definitely goes to the sidecar riders, some of whom were women, possibly related to the rider. Drivers in the single seat open vintage racers must be a close second, especially when they raced in the pouring rain.

On Friday, a yellow Triumph Spitfire was seen being taken away on the top of a flatbed truck with the rear passenger-side wheel missing. Was it a broken axle? Who knows, but it did not race again. A TR3A raced but was slower than others in the same class, but looked the 'pick of the bunch'.

Peter Welten, Alan Andrews and I were joined by Greg Oates and John Goodman on Saturday. Keith Atherton, Ian Watts and Michael Kip from TSOA also attended. John was to bring two cars: his TR6 and Spitfire, but when notified there was no room in the corporate pavilion, he left the Spitfire at home. Peter's saloon was excellent as a 'taxi' every day while Alan and I had our cars cocooned from the weather all weekend. Thank you, Peter.

I recommend attendance at the event next year. Just wandering among the vintage and veteran racing cars and motor bikes is reward enough. And then there is the racing ...



TSOA racing saloon





The June Breakfast

By David Ferguson, TCCV member #773

Well, we picked a perfect morning for a drive in the Triumphs. This breakfast was held at Martha's Table Restaurant in Martha Cove, Safety Beach. An all-time record number of people, 50 in total, attended and several new members came along for the first time.

We combined the TCCV and TR Register, so everyone got to mix and check out cars they otherwise would not see.

The marina allowed us to park on the grass next to the restaurant and we put on quite a display. Many of the locals called by to have a look and one couple expressed an interest in buying a Stag!

The limited menu allowed everyone

to find something to their liking, along with juice and coffee. Our booking started out as 20, then 30, then 48 with a final 50! Many venues balk at such numbers but this one was happy to cater for us. At the end, the manager said everything went well and he would like us to come back. We might leave that for the warmer months, when we can hang around a little longer outside. As it was, we started arriving at 9.00am and departing after 11.30am, so plenty of time for a chat.

Thanks everyone for making the effort to attend, especially Graeme Oxley from Hoppers Crossing, Alan and Joan Andrews from Yarra Glen and Michael and Trish Hall who live in Diamond Creek. They left home as dawn was breaking!

The feedback we received from everyone was that the food and venue were terrific, so hopefully we can all come back one day.

Just as a footnote, we got into 3rd gear on the way to breakfast and second on the way home. It's about 300m!!! I am sure it will go higher if required.





The June Breakfast continued



NOTE



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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 May our total membership stood at 267, with two members joining during the month and one member advising that they will not renew as they have sold their Triumph.

Trent Harlow Spitfire MK3

Stan Kollaris TR6

Renewal Notices

A reminder that renewal notices were EMAILED to members during the first week of May. Therefore, all members must keep a watchful eye, not just on their Inbox but also their Spam and Junk folders, since many of last year's renewal notices ended up in such places. If you haven't seen a renewal notice email by the time you read this *Trumpet* edition, please contact me immediately. The due date for payment of membership subscriptions is 30 June, although earlier payment would be

appreciated. It is pleasing to note that 123 members have renewed so far, and quite a number of 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.

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.


CLUB CONTACTS

COMMITTEE

President	Peter Byrnes	president@tccv.net	0429 389 878
Vie President	Tony Cappadona	vice-president@tccv.net	0419 113 517
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	0488 168 246
Committee Member	Iain Perrott	committee2@tccv.net	0407 046 315
Committee Member	Alan Andrews	committee3@tccv.net	0418 947 673
To email all Committee members		committee@tccv.net	

VOLUNTEER POSITIONS

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AOMC Delegates	Colin Jenkins	aomcdelegates@tccv.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
	Peter Mayer (Mt Martha)		0412 124 524
	Denise McGuire (Newport)		0438 231 207
	Terry Roche (Blackburn South)		0404 391 511
Clubmanship Points Collator	Peter Welten		0409 511 002
Collation Coordinator	Brian Churchill	collation@tccv.net	0488 168 246
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinators	Peter Welten	events@tccv.net	0409 511 002
	Graeme Oxley		0413 135 779
Media Liaison Officer	-	-	-
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
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Triumph Trading	Fay & John Seeley	trading@tccv.net	0491 107 869
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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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