

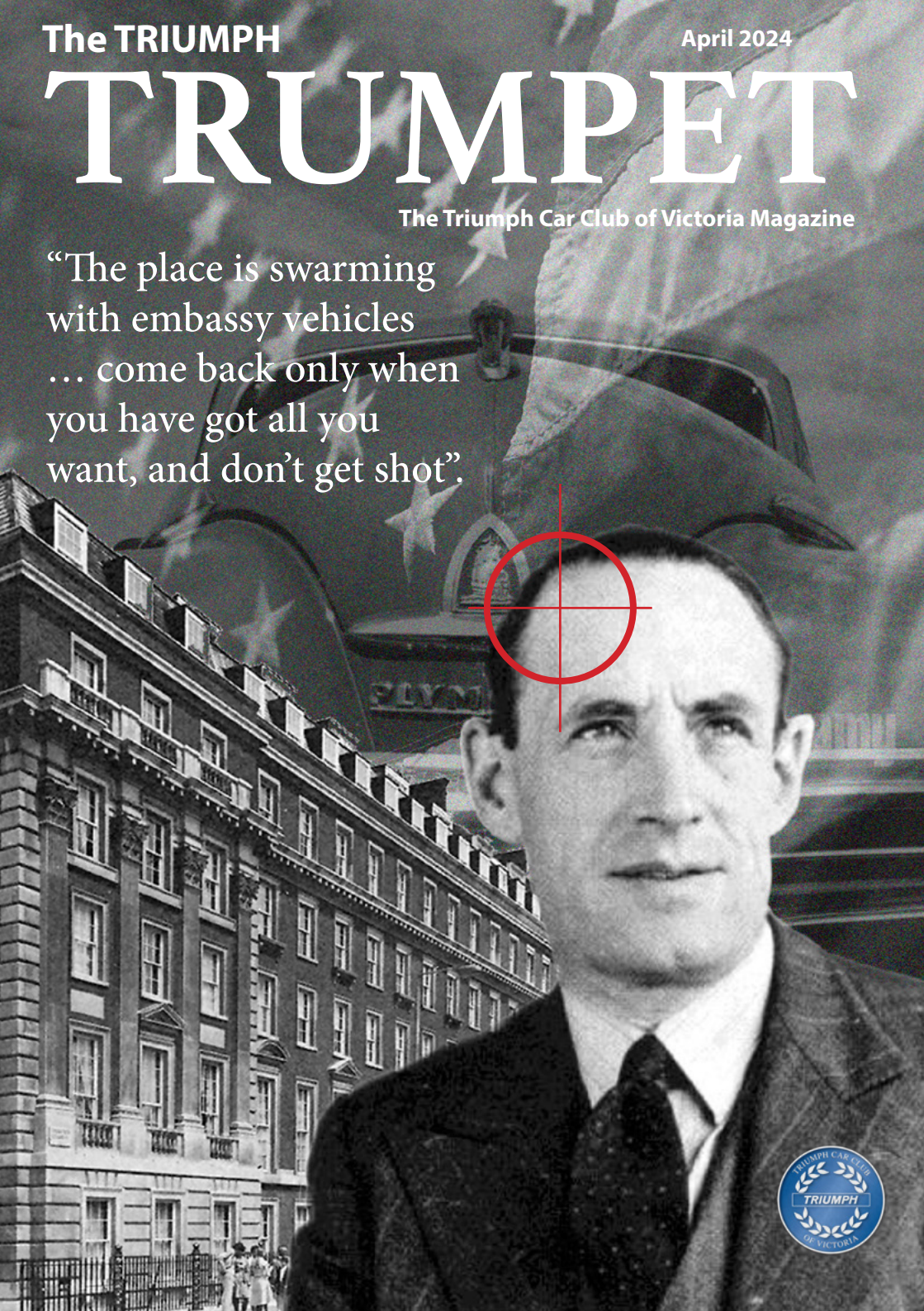
The TRIUMPH

April 2024

TRUMPET

The Triumph Car Club of Victoria Magazine

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with embassy vehicles
... come back only when
you have got all you
want, and don't get shot”.



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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.

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Design and production of the *Trumpet*:
Fran Madigan, editor@tccv.net

THE COVER STORY

BELGROVE. WALTER BELGROVE.

John Black, Managing Director at Standard, welcomed Walter Belgrove as chief designer in 1939. In 1945 he was appointed to lead the Vanguard project, upon which the survival of Standard depended. Black felt the way forward was to follow the American design trends and in particular that of the American Plymouth models.

Belgrove, many years later, remembered very well that one morning Black entered his office and abruptly told him:

"Belgrove, the best looking Yankee car is the Plymouth and the best place to study one is outside the American Embassy in London! I suggest you to take yourself off to Grosvenor Square. The place is swarming with embassy vehicles ... come back only when you have got all you want, and don't get shot".

Belgrove took with him a pad of paper, a camera and his wife, and drove, in his little Standard 8HP, to London to better understand the secrets of those big American cars that so fascinated his boss.

Belgrove survived this experience because luckily nobody shot him.

But the story doesn't end there.

Go to **Page 6** for more.

The Target



The Plymouth Automobile.

The Location



The American Embassy.
20 Grosvenor Square, London.

The Agent

Walter Belgrove.
Chief Designer at
Standard Triumph.



The Agent's ride



His 'Standard 8HP'.

After an early Easter, we are now apparently well and truly into autumn, with at least a brief reprieve from the very dark early mornings of the past couple of weeks now that Daylight Saving has ended! And the extra hour's sleep was most welcome – I just wish my dog worked to the same schedule.

This month we are taking a look at the work of Walter Belgrove, one of Triumph's early designers and a favourite of Sir John Black. Donald Healy called him "the first real British designer."

Many thanks to Graeme Oxley for his reports on the Rob Roy Revival held at the Christmas Hills Rob Roy Hillclimb track on 2 and 3 March, and the MG day in Moolap on 17 March. Both events were enjoyed by those who attended.

Alan Andrews has written a few words about his motoring recollections and the cars he has owned – including one of my favourites, the Jensen Healey. That must have been hard to part with!

In an article in *The Guardian*, well known British actor, comedian and writer Rowan Atkinson has questioned whether electric vehicles are all they are cracked up to be in terms of their environmental credentials.

Roger McCowan has reported on the inaugural Midweek Meander – an Observation Run on 13 March, and held despite the rain!

TCCV member, David Kelly, has a next-door neighbour called Ray Cook, who

is a life member of the TSOA. Ray has provided us with a wonderful tale of his Triumph 'romance' over the years, including his association with the TSOA since its establishment.

TCCV Secretary David Ferguson will be the envy of many having whipped up a workshop crane in his garage to enable him to replace the chassis in his TR3. He tells us how it was done.

Welcome to our new members – Steven Clarke, Mel McCarthy, Lindsay Moore, Stan Nikolic and Angela Rayner. We look forward to meeting you all and your Triumph vehicles – a Vitesse, a Dolomite, a TR6 and two Stags – in due course.

In the meantime, enjoy your autumnal driving wherever you go. The changing colours of the landscape throughout Victoria at this time of year are glorious!



PS: My apologies for including incorrect Club Contacts in the February and March editions of the *Trumpet*. The issue has been rectified for this edition!

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.

CLICK ON event for more information, flyers and booking/registration details for these and later events.

APR. 17 / TCCV – General Meeting

APR. 24 / TCCV Midweek Meandering

This event is an Economy Run. Meet at BP Sunshine, 139 McIntyre Road. Fill your tank ready for a 10am departure for a 150km loop via Woodend and Hesket, before returning to the BP at Sunshine to fill up again and calculate your car's fuel economy.

APR. 26-28 / Florence Thomson Tour

APR. 28 / 2024 Show and Shine

Joint TSOA and TR Register event at the Melbourne Steam Traction Engine Club, 1200 Ferntree Gully Road, Scoresby.

MAY. 4-5 / MotorEx 22

At the Melbourne Showgrounds, Epsom Road, Ascot Vale.

MAY. 8 / Heritage Tour of Fyansford Paper Mill

Meet at the Oporto/BP Little River Westbound Service Centre on Princes Freeway at 9:30am for a 9:45am departure to arrive by 10.15am. Tour operated by the Fyansford Rotary Club. Minimum groups size is 15. and \$10 p/p. All funds to local projects and charities. Lunch at the Fyansford Hotel after the tour.

MAY. 12 / Coffee & Cars

Local coffee, cafes, bakery & 'The Motorist

museum'. 77 Main Street, Gembrook. 7am -11am. Every 2nd Sunday every month.

MAY. 15 / TCCV – General Meeting

MAY. 19 / 2024 National Motoring Heritage Day

At Trentham Railway Station. TCCV convoy TBA.

JUN. 9 / Coffee & Cars

JUN. 19 / TCCV – General Meeting

JUL. 14 / Coffee & Cars

JUL. 17 / TCCV – General Meeting

AUG. 11 / Coffee & Cars

AUG. 21 / TCCV – General Meeting

AUG. 31 / TCCV: UK Tour 2024

Booking cut off date: 31 August 2024 at 8pm.

SEP. 8 / Coffee & Cars

SEP. 11 / TCCV: 2024 September Midweek Meanderings

Meet at the NE corner of the Brandon Park Shopping Centre carpark (adjacent to Brandon Drive) at 9.30am for an Observation Run/ Scavenger Hunt. Lunch at the Paradise Valley Hotel, Clematis. Maximum 15 cars, so register early to guarantee a start.

SEP. 18 / TCCV – General Meeting

OCT. 13 / Coffee & Cars

OCT. 16 / TCCV – General Meeting

OCT. 17-21 / ACT, SOCSA, TCCV: Joint Event

Destination Jindabyne. Details TBA.

NOV. 10 / Coffee & Cars

NOV. 20 / TCCV – General Meeting

DEC. 8 / TCCV – Christmas Party

Details TBA

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



A Belated Happy Easter!

We've been fortunate enough to spend Easter at Apollo Bay with the Stag getting quite a few kms on the clock while the great weather lasted. Alas, the rain has arrived,

and it's back to the garage after a wash and dry with her cover on.

On a recent outing, I had the opportunity to speak with a couple of fellow classic car admirers whose choices of money pit was an MGB and an early Valiant respectively. They were asking whether I knew of any reliable and knowledgeable mechanics in the Melbourne region who were experienced with classic cars and lamenting the closure of a couple of small workshops.

I've had very similar conversations with others over the last few years, and it seems to me that many of the mechanics who know about early – i.e., non-computerised, non-EFI – cars from the 1960s and 70s and earlier have moved on, leaving a limited and diminishing availability of mechanics.

I know from personal experience of at least five workshops around our area who politely decline to do anything more than an oil change on old cars and are certainly not interested in doing roadworthy inspections on them.

This all makes me wonder whether there's any opportunity for our club and others, and whether we collectively (via the AOMC and VACC?) should consider promoting some sort of award for apprentices who complete a course in

classic car maintenance during their apprenticeship years. I'd bet that among the collective Car Clubs we could marshal enough experienced and qualified mechanics to run a whole TAFE course, so we'd certainly have access to enough knowledgeable input to design a short course for apprentices on how to repair and maintain a classic vehicle.

Anyway, that's enough saving the world from me for now.

Don't forget, if you have any interesting articles or information to share, such as photos and a short article on your restoration, recent trips or events or any historical adverts or articles from other magazines, *Trumpet* editor Fran would dearly love to see them for possible inclusion in the *Trumpet*.

Please check the website for upcoming events, and try to get a few more 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 always extend the club registration for another 45 days.

Maintenance items for this month – check your wiper blades, windscreen washers and heater operation, check tyre pressures now the weather is cooler and check and top up oil, coolant, brake, power steering/auto (if appropriate) and washer fluid levels. If you don't feel confident doing these, many of your fellow Club members would be very happy to advise and/or help. Reach out.

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

Best regards

Pete Byrnes



Walter Belgrove: the man with a magic pencil

By Giancarlo Cavallini / Triumph in Italy
www.Triumphinitaly.com

There are car history figures who have left behind masterpieces of their work, but only a few signs of their presence. Walter Belgrove is one of these. Triumph owes a great deal to the genius and artistic talent of this designer who Donald Healey defined as "... the first real British designer".

To understand his imaginative mind we have to jump far back into the past. Born in Liverpool, Belgrove attended the Liverpool College of Art before moving to Coventry in 1927. He was hired by Triumph after some years of apprenticeship, first at the J Blake and Co. body shop in Liverpool, then at Windovers in London where he practiced both design and bodyworks modelling.

In 1931 Belgrove moved from the Experimental Department, where he spent his initial period at Triumph,

to the Styling Department, newly conceived as an autonomous function and headed by Frank Warner. Frank asked Belgrove to join the new office as he had been impressed by his skill for creating three-dimensional models.

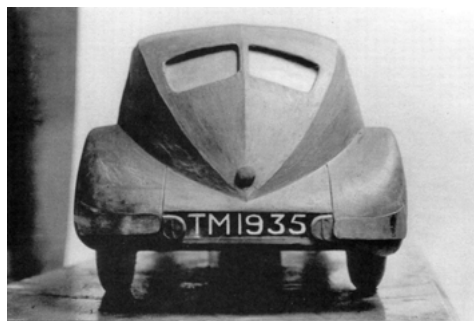
"Frank Warner chose me to join the design department. They wanted me because, honestly, there was no one in the office able to create a project in its entirety, or to picture the drawings or to build a scale model."



When Warner left Triumph in 1935, Belgrove was appointed head of the office; this was the period that saw the spread of the new stylistic trends inspired by Art Deco and the birth of the first ideas of aerodynamics in the design of bodyworks, giving rise to the style that was called 'airline' or 'streamline'.

The 'Flow-Free' Triumphs of the 1930s are the best British examples of the 'streamline' style, not because they sold well or because they were the

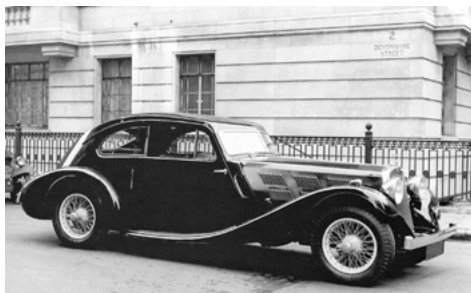
first, but because they were the cars designed with greater competency and harmony. Belgrove's name began to be known and his fame and reputation became established. He was a real innovator: until this time, car bodies had been designed using orthographic projections (basic 3D drawings) that defined the side, front and rear views of the body. Belgrove was the first British designer to model the body in three dimensions using clay.



The result was a world of difference. The model could be viewed from any angle to check that all the lines and the shapes, as defined by the designer, were in harmony. The Flow-Free Glory of 1934 was Belgrove's first complete work and the beauty of this car, after so many decades, is the proof of her perfection.

"The manufacturers started to become conscious of the aerodynamics and to show their concepts. We were very far

from the wind tunnels era, but we had some knowledge of the principles of aerodynamics. However, the public in those days was rather conservative and had to be introduced to these new lines gradually; the public, God bless them, were not ready [and], to tell the truth, they never are!"



The Flow-Free Glory was Triumph's first streamline example. In the following years, Belgrove further developed these styling concepts with the beautiful Vitesse and the Dolomite roadster, with the waterfall design of the radiator grilles possibly inspired by the contemporary American Hudson cars, and from the hot air exhausts on the side of the bonnet that became his distinctive signature. These were the happiest and most creative years for Walter Belgrove.

Triumphs of the second half of the

1930s were fine and innovative, and deserved the slogan 'The smartest cars in the Land', but they were not enough to prevent the financial collapse of the Coventry company in June 1939.



At the request of Sir John Black, who was well aware of the limited internal design capabilities of Standard, Belgrove arrived in Canley in autumn 1939, but war abruptly changed his plans, throwing him first on the Airspeed Oxford, and then on the Mosquito projects.

On 9 November 1944, Standard surprised the motor industry with the announcement of the acquisition of Triumph, of which only the brand name and the land where the factory had been before being destroyed by bombing remained. But the end of WWII was in the air and work on civil cars would soon start again.

However, Belgrove's first disappointment came immediately, as Sir John Black did not assign the design of the new 1800 saloon roadster to him. But he was later asked to intervene and adjust Mulliner's design.

But if the war was about to end,

another conflict – unforeseeable and unexpected – was shortly to explode: not on the seas, in the air or on battlefields, but within Standard, between the Engineering and the Styling departments. It was to be a 10-year war in a rapidly changing world where the Engineering Department claimed its primacy on styling, and the designers claimed – with increasing support from the rise of marketing – their independence and supremacy in the definition of the new models.



In 1945, the former technical director, Ted Grinham, seconded by Standard to De Havilland and Humber during the war years, came back to Coventry. Belgrove remembered that he first met Grinham on 'neutral ground' in Sir John Black's office.

"I was introduced to Grinham in Sir Black's office and I remember that meeting very well. The topic was the Vanguard project, that was going fine, as Sir Black underlined with great satisfaction, also because it was done on his inspiration ... Grinham, not to be outdone, presented various drawings and details of projects that he had prepared during the years spent in De Havilland and Humber ... At

the end Sir Black invited Grinham to pay a visit to my office and my department to familiarise with the progress of our work on the new model. I cannot say that our relationship started in the best way. Grinham seemed not at all interested in our job, but only wanted to impress me with his theories on the disciplines, in practice inviting me to an implicit obedience."

This feeling was not just Belgrove's but was shared by all members of his team as well.

"Quite frankly, Grinham was an arrogant, sadistic, ruthless, vain, ambitious, greedy for power man: a bastard. He was universally considered an unpleasant person and was feared by everybody in the Company."

Ted Grinham as technical director and Walter Belgrove as head of designers soon became bitter rivals.

Grinham was an engineer, orthodox and inflexible in his business view and with very little interest in the styling of cars, but only and solely in their mechanical design and costs. Belgrove, on the other hand, was an artist, a free spirit that had the luck to work, in the years spent in Triumph in the '30s, with a technical Director such as Donald Healey with whom he created the finest British cars of the decade. Both Belgrove and Grinham were certainly stubborn and proud, and neither was ready to grant the other anything.

Between the two stood Sir John Black who insisted on a truce, like it or not, because the Vanguard project was at stake, and this was also the first design that Belgrove was managing since he joined the company. Sir John welcomed him as chief designer in 1939 and now wanted him manage this project on which the survival of Standard depended. By following diligently and literally the desires and the instructions of Sir John Black, Belgrove took inspiration from the American Plymouth models.



As a matter of fact, Sir John Black considered the project to be his and oversaw it to the point of 'inviting' Belgrove to go to London to 'copy' the Plymouth that he liked so much, parked in front of the American Embassy. After so many years, Belgrove remembered very well the morning Sir John Black entered his office and, with little consideration, told him:

"Belgrove, the best looking Yankee car is the Plymouth and the best place to study one is outside the American Embassy in London! I suggest you take yourself off to Grosvenor Square. The place is swarming with embassy vehicles ... come back only

when you have got all you want, and don't get shot."

Belgrove took a pad of paper, a camera and his wife with him and started with his little Standard 8HP to London to understand the secrets of those big American cars that so fascinated his boss.

He survived the experience because nobody, lucky for him, shot him; not only this, but the Vanguard was a success so that Sir Black's esteem for him further increased, protecting him from Grinham.



Belgrove duly drew up designs with 120-inch, 108-inch and 102-inch wheelbases (the Plymouth's was 117 inches). However, to Belgrove's dismay, Sir John insisted upon a stubby 94-inch wheelbase on the advice of bean counters as this would be cheaper to manufacture. An early mock-up in late 1945 looked like a much-shortened 1942 Plymouth, in particular its protruding wing shape.

By the time of the launch, the design had been smoothed off and updated, the bulbous wings becoming blended

flush into the bodywork, which looked proportionally better on the short wheelbase.



After the Vanguard, the TRX project followed, for which Belgrove asked – and had from Sir John Black – *carte blanche*. Constraints were later applied with reference to the use of the Vanguard chassis and this became a new reason of confrontation with Grinham, whose department provided little cooperation and support. The front track width was too narrow and this was creating problems in the tapering of the body in the rear section, with the risk of having the front wheels 'disappear' below the fenders. But these styling issues were beyond Grinham's capacity and will to understand. He paid attention only to mechanical issues and did not understand the growing importance of the style and design of a car.

The final result was, despite Grinham, a car with a very clean style. Belgrove was very proud of the result, to the point of taking the opportunity to 'sign' this project with a stylised 'B' badge on the car. Sir John Black, whose ego was second to none, asked Belgrove, his



protégé, what that nice 'B' letter stood for: "B is for what? Is that Black, Belgrove or just balls?"

The futuristic TRX project, too complex to build, was abandoned and, in 1952, Belgrove again proposed the TRX style for the restyling of the Vanguard saloon. His proposal was rejected by the company directors. In the same year Belgrove designed the first body for the BRM V16, where Standard was not



only among the financing companies but also a supplier of components and technology. Unfortunately, the BRM designers did not correctly calculate the amount of air needed to remove the heat from the powerful V16 engine, so it was modified to address that issue and distorted the Belgrove bodywork design as a result. After the TRX project, Belgrove started work on the design of

the TS 20 Roadster that would evolve into the TR2.

"I guess that I designed the TR in the beginning of 1951, but I am not sure of the precise month."



His memories about his instructions from Sir John Black for the design:

"Sir John came one morning into my office, alone, sat down and came straight to the point: Belgrove – he told me –the MG sport cars are having a great success on the US market and I believe that we should try to keep our share of it. We need a sport car with good performance and light, like an MG. You have 10 weeks. We will produce 500 per year, it shall be economic, no-frills. We have £16,000 for the new moulds." Sixteen thousand pounds were just a shadow of a budget.

"Sir John's suggestion was that we could either adopt a traditional style, or the MG style, and this was to me a punch to the gut. I did not like that style and also I wanted not to be blamed for plagiarism. So, I did it my way."

And lucky for Triumph, that he did, considering that the TR2 was a real masterpiece, notwithstanding the

strict budget and the short timeframe given to develop the project. Sir John Black actually wanted to unveil the new roadster at the London Motor Show in October 1952.



The car born from Belgrove's pencil was a car for all seasons and all tastes. In the same years, Belgrove also managed the new Vanguard Phase II and new small four-door saloons, the Standard Eight and Ten designed by Vic Hammond, all models that had successful sales success. And the TR2 succeeded in positioning the Triumph brand as the sport brand of the Standard Group.

However, Standard was suffering the impacts of Sir John Black's often unexpected decisions, such as the one to give to the American designer Carl Otto the new future version of the Vanguard, the Phase III. This car, of which only the model was built, was soon found to be "too American", so Belgrove was called in to intervene to prevent the project from disaster. Belgrove, in a rush against time, rescued it from certain failure.

A series of unforeseeable events followed between the end of 1953 and

early January 1954. On 3 November, Sir John was involved in a serious road accident as a passenger when, just outside Banner Lane, the test driver Ken Richardson, driving the Swallow Doretti prototype equipped with the TR2 engine, could not avoid a lorry that crossed in front of him.

Then, on January 5, Black was fired from the Standard Board of Directors. This was an unexpected event: Sir John had made quite a few enemies when he made clear his intention to fire some of the Directors, including Grinham. The Board accused him of having too much autonomy and personal management of the new contract with Massey Harris, as he only informed the Board when the contract was to be signed, after completion of the negotiation.

The first action of the new Director, Alick Dick, "the wonder boy" who had worked for years beside Sir John, was to appoint Ted Grinham as his deputy.

It is significant that in the following two years no new design job was carried out, not even the one already planned for the restyling of the Standard Eight and Ten. During this time, Belgrove only worked on the design update of the TR2 which led, in 1955, to the TR3, and to correct the style of the Vanguard Phase III.

The final act came when the Vanguard Phase III, completely re-designed by Belgrove, received very good comments from the media at the London Motor

Show in October 1955. This was too much for Grinham who considered them as a personal affront because all the mechanical work below the car body was in the background and completely ignored, compared to the style work of the designers.

Grinham's intention was to fire Belgrove when back to Coventry, but Belgrove, with a masterstroke, anticipated this and announced his resignation from Standard to the press during the Motor Show. The news caused a sensation, catching Grinham unprepared; not only this, but Belgrove was immediately flooded with job offers, including one from Leonard Lord, chairman of BMC, who had just fired Gerald Palmer. Belgrove, however, refused any offer.

"I felt that I could better manage myself as a freelance industrial designer. For the following five years I was busy with a great variety of works, covering different areas of design."

The result for Standard Triumph was devastating. The Design Department, moved under the direction of Vic Hammond, was not prepared for Belgrove's departure and a creative crisis followed. It was overcome only by the arrival, some years later, of Giovanni Michelotti and the departure of Grinham who was replaced as Technical Director by the legendary Harry Webster in May 1957.

Belgrove, now a freelance, worked actively with the Ferguson research



centre for which he designed the prototype of the four-wheel-drive saloon/station wagon R5 and the body of the charismatic four-wheel drive Formula 1 Grand Prix P99. Then, in 1961, Belgrove decided to throw away his "drawing tools" and moved to Barnstaple, in the North Devon district, to manage a Post Office, abandoning



any link with the world where he spent his youth and artistic maturity, almost as a voluntary exile. Frank Rainbow, designer of the Swallow Doretti, recalled in the 1980s his first meeting with Walter Belgrove, in 1949:

"At that time, Walter worked as head of styling at Standard. I knew his past, when Walter was head of style in the '30s at Triumph Motor Company and designed a wide range of wonderful cars."

Rainbow was on friendly terms with

Belgrove, earning his respect and his friendship.

"Belgrove had a great artistic talent, discernment, feeling and a great sense of humour."

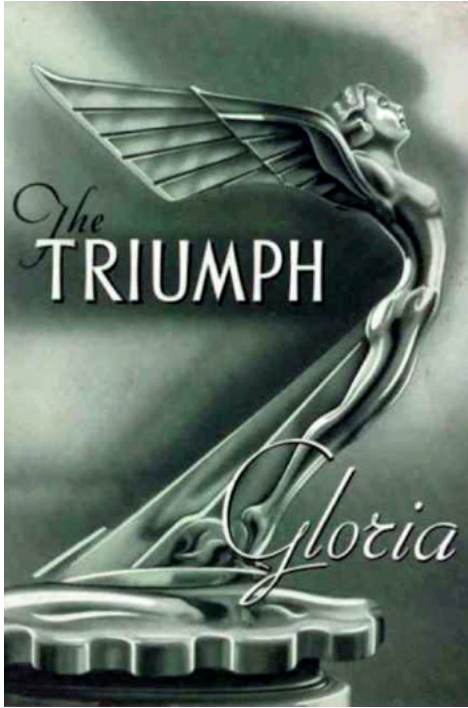
Moreover, Frank Rainbow owned various Triumphs including a 1934 Glory and a 1935 Vitesse. He was sure that Belgrove did his best works just in the 1930s when his artistic spirit was free, while the post-WWII years were filled with interferences and frustrations. He recalls meeting Belgrove at Standard when he often found him *"with his head between his hands before having a cup of milk and a biscuit to relieve the stomach ache. He was suffering from ulcers due to the profound sense of frustration, and this was not the picture of a happy person."* The last comment of Frank Rainbow's story shows the bond between them.

"Sadly, my friend Walter is not with us anymore, but I am proud to have been so well acquainted with him and to have had the opportunity to share so many happy moments with him."

Without doubt, the myth of Triumph is linked to Belgrove's work; it is impossible to imagine what Triumph would have been without his work and creativity. Belgrove was a true artist: this is demonstrated today by the statuette that he created for the radiators of his fine "streamline" cars that are considered true sculptures, artworks of great finesse.

After his death, Walter Belgrove's entire personal archive was gifted to the Museum of British Road Transport, better known as the Coventry Transport Museum.





NOTE



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Rob Roy Revival: 2 & 3 March 2024

By Graeme Oxley, TCCV Member #471

This year's Revival was held over two days at the Christmas Hills Rob Roy Hillclimb track. The setting is very picturesque and the MG Car Club have spent thousands of dollars upgrading the track. The entry is now a bitumen drive instead of the previous dusty track. The pits are now under cover with marquee garages and there are cameras and screens placed around the track.

This year there were 80 invited competitors competing in 10 classes. Spectators were invited to check out the Rob Roy Historical Walk. This is the 100th year for both Triumph and MG, and there is a timeline of cars which will make for interesting viewing. Although I didn't see him, the track Patron is John Bowe AM. A raffle was held with all funds going to the Prostate Cancer Foundation of Australia. First prize is a hot lap with John Bowe at Sandown. A fashion parade was held during the

lunchtime break. There was a variety of food vendors available to the public. I had my first potato salad which was very nice and I will look forward to trying one again.

Throughout the day the Andrew Nolte Band played music from the 1920s. Spectators were seen dancing to the music. Keith Atherton from the TSOA organised a timeline of Triumphs from the TSOA and TCCV. Well done Keith.

There were quite a few Triumphs racing up the hill. There were TR2s, 3s, 6s and 8s. John Lakeland, a regular racer at this track, raced his 1935 Gloria. An interesting car on display – and racing – was an Eldred Norman Double V8 Replica 7.8 litre based on a Dodge Weapons Carrier with two Mercury V8 engines in tandem. A very interesting vehicle and sounded awesome. This car made its debut in 1948.

As you all know, I work for Werribee MG and I had a new all-electric MG4 Essence on display. I was asked to do a demonstration run up the hill. What a thrill. Don't know my time but I would not have been the slowest car on the day. I had not driven the track before and it was quite an experience. I would love to have another go but in our MG4 XPower. It will go from 0 to 100 in 3.8 seconds. Our new sports car due in September will be twin electric motors AWD and go from 0 to 100 in 3.2 seconds

All up it was a very entertaining day. Lots of different cars from all decades racing. I will look forward to the next event at the track.



Motoring Recollections

By Alan Andrews, TCCV member #572

Recently I read an article in an internet car magazine I receive about an American chap who has owned 131 cars to date. Mostly second-hand and, in more recent years, American, European and British classics. In particular Porsche, Aston Martin, American muscle, but no Triumphs.

That got me thinking about the cars I have owned over the years. My first car was a Herald Cope, same as Gerald but with the original 947cc engine. I have owned six other Triumphs – three saloons, a TR7, Gerald and Ruby; one Jaguar, Jensen Healey, Morris, Vauxhall, Rover and Hyundai; two Hondas and Fords, three Renaults; and five Toyotas. That is 25 all up. And that's not counting the five caravans and one camper trailer.

The one owned the longest was Gerald – 19 years. The shortest was the Hyundai – six months. The Hyundai was bought brand new. It had a cable-driven manual gearbox which, after a very short time, I grew to dislike with a vengeance. Replaced it with a Toyota Camry.

Without a doubt, the most comfortable car is Ruby. The 420G and Renault 16TS were close, but the big armchair seats offered little driver-stability for my usual fast driving style – do I hear chuckles and laughter??

The car I regret selling the most was the Jensen Healey. SWMBO told me not to, but I did anyway – too many cars at the time and was moving to Victoria. As a

Perth friend said, "It steers like it is on rails". Sporty. Great looking. Convertible with a much easier roof mechanism than Ruby. The students at school admired it, as they did the 420G – kudos points right there.

The only car I had a road accident in was one of the Triumph saloons. Rear passenger-side door was used to stop a motorist who clearly didn't see me going through the intersection.

In all my years of driving, the bobbies have given me only two speeding fines. The first in 1966 travelling down Port Road in Adelaide late at night, Joan in the passenger seat of the Herald, going to my sister's place. The second was Christmas Eve in 1972 leaving a small NSW town, well after dinner, where the 60 Zone continued for about two kilometres past the last house – bobby parked at the incoming 60 sign, the outgoing 100 sign. No other cars in sight. Classic revenue-making in my opinion. But what can you do?

Of all the cars I have sold, I only know the whereabouts of one – Gerald. I know the TR7 was bought by a TCCWA mate's brother to convert to a TR7V8 and the JH by a young couple who on-sold it when they returned to the UK. But no other details. I traded the rest on the replacement. I suppose some will have gone to "Scrap Yard Heaven".

A closing comment: SWMBO informs me that we failed to make a financial profit when selling any of them, but the experience and enjoyment of driving such a variety of cars will never be forgotten. **What is your story?**

I love electric vehicles – and was an early adopter. But increasingly I feel duped

Sadly, keeping your old petrol car may be better than buying an EV. There are sound environmental reasons not to jump just yet

By Rowan Atkinson

The Guardian, 3 June 2023

Electric motoring is, in theory, a subject about which I should know something. My first university degree was in electrical and electronic engineering, with a subsequent master's in control systems. Combine this, perhaps surprising, academic pathway with a lifelong passion for the motorcar, and you can see why I was drawn into an early adoption of electric vehicles. I bought my first electric hybrid 18 years ago and my first pure electric car nine years ago and (notwithstanding our poor electric charging infrastructure) have enjoyed my time with both very much. Electric vehicles may be a bit soulless, but they're wonderful mechanisms: fast, quiet and, until recently, very cheap to run. But increasingly, I feel a little duped. When you start to drill into the facts, electric motoring doesn't seem to be quite the environmental panacea it is claimed to be.

As you may know, the government has proposed a ban on the sale of new petrol and diesel cars from 2030. The problem with the initiative is that it seems to be largely based on conclusions drawn from only one part of a car's operating life: what comes out of the exhaust pipe. Electric cars, of

course, have zero exhaust emissions, which is a welcome development, particularly in respect of the air quality in city centres. But if you zoom out a bit and look at a bigger picture that includes the car's manufacture, the situation is very different. In advance of the Cop26 climate conference in Glasgow in 2021, Volvo released figures claiming that greenhouse gas emissions during production of an electric car are nearly 70% higher than when manufacturing a petrol one. How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, huge amounts of energy are required to make them, and they are estimated to last only upwards of 10 years. It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.

Unsurprisingly, a lot of effort is going into finding something better. New, so-called solid-state batteries are being developed that should charge more quickly and could be about a third of the weight of the current ones – but they are years away from being on sale, by which time, of course, we will have made millions of overweight electric cars with rapidly obsolescing batteries. Hydrogen is emerging as an interesting alternative fuel, even though we are slow in developing a truly "green" way of manufacturing it. It can be used in one of two ways. It can power a hydrogen fuel cell (essentially, a kind of battery); the car manufacturer Toyota has poured a lot of money into the development of these. Such a system weighs half of an equivalent lithium-ion battery and a

car can be refuelled with hydrogen at a filling station as fast as with petrol.

If the lithium-ion battery is an imperfect device for electric cars, concerns have been raised over their use in heavy trucks for long distance haulage because of the weight; an alternative is to inject hydrogen into a new kind of piston engine. JCB, the company that makes yellow diggers, has made huge strides with hydrogen engines and hopes to put them into production in the next couple of years. If hydrogen wins the race to power trucks – and as a result every filling station stocks it – it could be a popular and accessible choice for cars.



A Volvo hybrid car undergoes emissions tests for the campaign group Transport & Environment in 2021. Photograph: Emissions Analytics/Reuters

But let's zoom out even further and consider the whole life cycle of an automobile. The biggest problem we need to address in society's relationship with the car is the "fast fashion" sales culture that has been the commercial template of the car industry for decades. Currently, on average we keep our new cars for only three years before selling them on, driven mainly by the ubiquitous three-year leasing model. This seems an outrageously profligate use of the world's natural

resources when you consider what great condition a three-year-old car is in. When I was a child, any car that was five years old was a bucket of rust and halfway through the gate of the scrapyard. Not any longer. You can now make a car for £15,000 that, with tender loving care, will last for 30 years. It's sobering to think that if the first owners of new cars just kept them for five years, on average, instead of the current three, then car production and the CO2 emissions associated with it, would be vastly reduced. Yet we'd be enjoying the same mobility, just driving slightly older cars.

We need also to acknowledge what a great asset we have in the cars that currently exist (there are nearly 1.5bn of them worldwide). In terms of manufacture, these cars have paid their environmental dues and, although it is sensible to reduce our reliance on them, it would seem right to look carefully at ways of retaining them while lowering their polluting effect. Fairly obviously, we could use them less. As an environmentalist once said to me, if you really need a car, buy an old one and use it as little as possible. A sensible thing to do would be to speed up the development of synthetic fuel, which is already being used in motor racing; it's a product based on two simple notions: one, the environmental problem with a petrol engine is the petrol, not the engine and, two, there's nothing in a barrel of oil that can't be replicated by other means. Formula One is going to use synthetic fuel from 2026. There are many interpretations of the idea but the German car company

Porsche is developing a fuel in Chile using wind to power a process whose main ingredients are water and carbon dioxide. With more development, it should be usable in all petrol-engine cars, rendering their use virtually CO₂-neutral.

Increasingly, I'm feeling that our honeymoon with electric cars is coming to an end, and that's no bad thing: we're realising that a wider range of options need to be explored if we're going to properly address the very serious environmental problems that our use of the motor car has created. We should keep developing hydrogen as well as synthetic fuels to save the scrapping of older cars which still have so much to give, while simultaneously promoting a quite different business model for the car industry, in which we keep our new vehicles for longer, acknowledging their amazing but overlooked longevity.

Friends with an environmental conscience often ask me, as a car person, whether they should buy an electric car. I tend to say that if their car is an old diesel and they do a lot of city centre motoring, they should consider a change. But otherwise, hold fire for now. Electric propulsion will be of real, global environmental benefit one day, but that day has yet to dawn.

* This article was amended on 5 June 2023 to describe lithium-ion batteries as lasting "upwards of 10 years", rather than "about 10 years"; and to clarify that the figures released by Volvo claimed that greenhouse gas emissions during production of an electric car are "nearly 70% higher", not "70% higher". It was further amended on 7 June 2023 to remove an incorrect reference to the production of lithium-ion batteries needing

"many rare earth metals"; to clarify that a reference to "trucks" should instead have been to "heavy trucks for long distance haulage"; and to more accurately refer to the use of such batteries in these trucks as being a "concern", due to weight issues, rather than a "non-starter".

- **Rowan Atkinson is an actor, comedian and writer**

F1's sustainable fuels of the future

Madeline Coleman – (excerpt) The Athletic

As F1 pushes to become net zero carbon by 2030, it is creating 100 per cent sustainable fuels, a development that could become its next legacy.

F1 currently uses E10 fuel, which contains 10 per cent renewable ethanol, while Formula Two and Formula Three used a 55 per cent "drop-in" sustainable fuel during the 2023 season. But come 2026, F1 will use 100 per cent sustainable fuel with its new era of power units.

Becoming more sustainable is a necessity for the sport's future, particularly for a series that travels the world in the name of sport and entertainment. The cars may account for just 0.7 per cent of F1's estimated 2019 carbon footprint, but the push for "drop-in" sustainable fuels allows their impact to reach far beyond the track.

Drop-in fuels are meant to be compatible with existing distribution networks and equipment, meaning consumers won't need to pay for pricey modifications or a brand new car to enjoy a carbon-light ride.

Complete article at : <https://theathletic.com/5118313/2023/12/07/f1-sustainable-fuels-regulations/>

Navajo Rain Dance



The Inaugural Midweek Meander

By Roger McCowan, TCCV member #8

There is a belief among many Indigenous tribes that performing a particular ritual dance will bring rains if there has been a long dry spell. However, we in the motoring fraternity know full well that washing one's car is certain to bring rain. After a week of dry weather with temperatures in the 30s, both Roger Makin and I washed our cars on the Tuesday, in preparation for the Midweek Meander on Wednesday 13 March. So it rained! Nonetheless, some members just like to have fun and they participated in the Observation Run without being daunted by the weather.

Organised by Roger and Judith McCowan, the Observation Run involved answering 30 questions relating to sights and signs along a route from Brandon Park to Clematis via Rowville, Berwick, Upper Beaconsfield, Cockatoo, Emerald, Avonsleigh and Gembrook. The run finished at the Paradise Valley Hotel, where the participants enjoyed lunch

and conversation about both the Run and other interests. Two comments in particular stood out:

- On a fine day, the scenery along much of the route would make a great morning's drive
- There was so little traffic along the route, it was an enjoyable drive even in spite of the weather.

With a score of 27 points, the winning team was Jerome Maller (driver) and Michael Lauder (observer), and runners up with 23 points were Roger Makin (driver) and Linda Makin (observer).

Several members did let me know in the days prior to the Observation Run that they would have participated had it not clashed with other commitments (a few of them medical). Heartened by this endorsement of support and the positive comments, I intend to schedule this Observation Run again later in the year (in the hope of better weather) and also continue to organise more Midweek Meanderings.

The next two are:

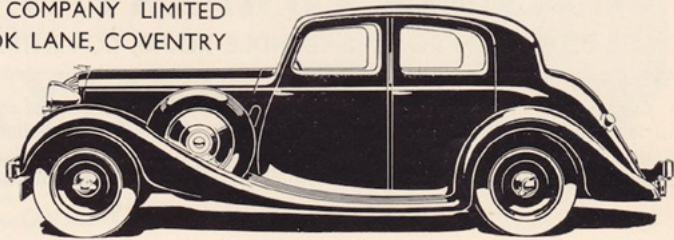
- Economy Run on Wednesday 24 April, encompassing scenery to the north and west of Melbourne
- Fyansford Paper Mill Heritage Tour on Wednesday 8 May.



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MG DAY IN MOOLAP

By Graeme Oxley, TCCV member #471

The weather forecast for 17 March was for a beautiful day in the Geelong area for our Rover drive to visit a shed full of British-built MG cars. Roverite Barry Hillsley arrived at my place at the nominated time. We jumped in my white with a black roof (good Collingwood colours) 2018 MG6. We headed to the Avalon BP Service Centre to meet up with TCCV Member Roger McKay in his Triumph 2500TC. It was then a leisurely drive to Moolap where a guy has 25 English-built MGs that range from 1933 to 1993. There was one USA LHD MG GT hard top on display.

Before we entered the huge shed, Ray Abikair welcomed us and gave us a bit of a history on how this shed came about. Back in the '90s, in our Air Force days at RAAF Base at East Sale, Barry and I worked with Ray Abikair's nephew, Peter Abikair.

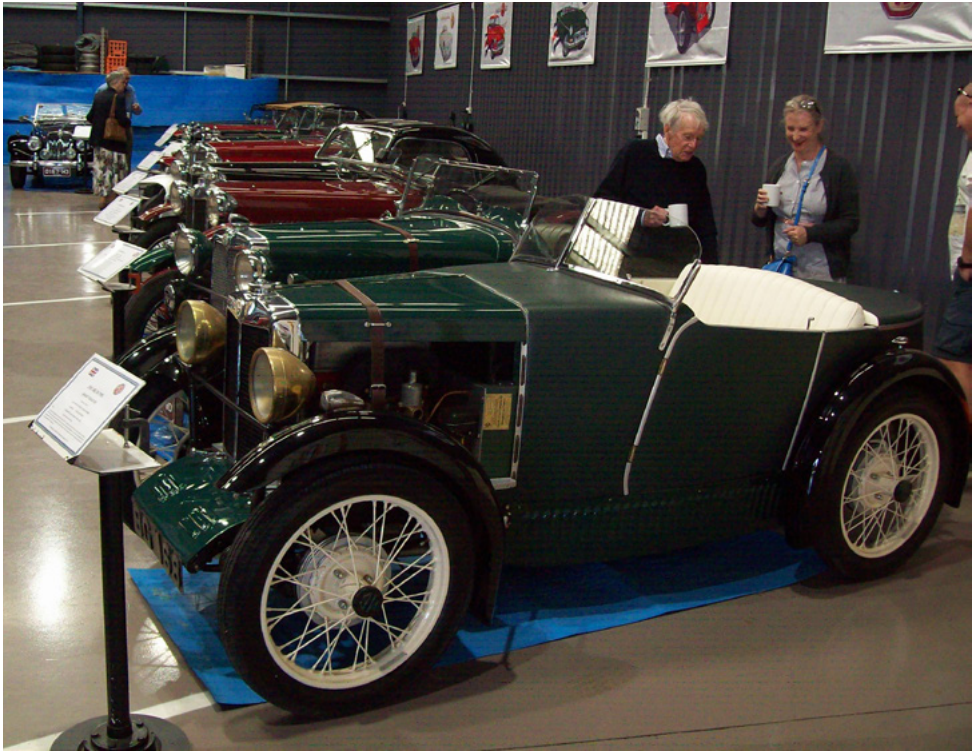
All the MGs on display were in excellent condition. There were some Rovers on display in front of the shed.

Mark Bell had his 2005 XPower MGZT on display. I was asked to park my 2018 MG6 near Mark's car. Mark's ZT is one of the last British-built MGs and my car is a Chinese-built MG. The Chinese MGs are engineered and designed in the UK and are built in China or Thailand.

Rover members spent around 90 minutes looking through the shed. It was then time to head to The Commo (Commun Na Feine) Hotel in Geelong where we all had a really nice meal. Well worth going back at another time.

All up it was a very good day and great to catch up with the Rover members. Job well organised by Jane.





MY TSOA HISTORY

By Ray Cook

From TCCV member David Kelly:

When I bought my coastal weekender many years back I recognised my next door neighbours, Ray and Jan Cook, were a pair of Triumph tragics; a Stag and TR3A occupying the driveway were a dead giveaway. So, when I bought my first Stag back in 2019, it was the Cooks I was most keen to show it off to.

Until recently, though, I was unaware of the magnitude of Ray's involvement with the marque, a lifelong love affair that all began with a red TR3A bought new in 1959. Here, in his own words, is Ray's story.

I was approached by George Stephens many years ago to write an article on TSOA life membership and in particular my own. I realised that I would have to go right back to the beginnings of TSOA in Australia to give a proper perspective on how I became involved with this association and possibly further still, to my beginnings.

Having spent all my youth growing up in the then new suburb of Murrumbeena and the surrounding area, and always being mechanically minded and interested in motor cars, I can remember, in my early years, sitting on the edge of Dandenong Road with my mates near where we lived (It's practically where Chadstone Shopping Centre now stands), and watching and identifying all the cars, trucks, buses, etc. passing by.

This of course was before television and there was a certain feeling of pride if, as the car approaching, was first identified at the longest distance by either of us as it chugged up the hill toward us. Essex!!

yelled one of us. No, Morris!! yelled another, and probably Triumph!! may have leapt from someone's lips only to find that as the said vehicle trundled passed it was a Plymouth or a Ford.

After a while we got quite good at this and it was a great way to while away the post-school hours on a balmy Melbourne summer's evening.

You must remember that in the post-war 1940s and early '50s you were very lucky to get a new toy for Christmas or something special that you really wanted. I remember my Dad locking the workshop door each night leading up to Christmas with strong warnings not to even look in the window. Of course, we knew he was making toy planes or trucks, etc., as presents for us. It was a great time growing up in those days.

On leaving school I was lucky to get a fitting and turning apprenticeship at a plastics manufacturing factory, and, as plastics was in its infancy, it gave me a chance to express my creative talents in making tools to mould anything from plastic toys to cameras and anything that was needed in the kitchen, etc.

At the age of 18, I was required by the government to do National Service training which I served in the Artillery, and this exposed me to using various weapons, including the 25 Pound Cannon, a very destructive and accurate piece of firepower. As you can imagine this was a very interesting time in my youth and I made the most of the opportunity. After this stint I was ready to put a down payment on my first set of wheels and, in March 1958, I purchased a brand new VW Beetle. I

lavished attention on this little baby and with a tweak here and there it was soon the car to beat in street racing (Illegal of course) against all my mates. We used to fang around East Malvern and had our favourite spots around Highbury Road and Springvale Road where there was nothing but orchards and open spaces in those days.

The next decision about changing to another car was after I turned 21. It was September 1959 and the Triumph Herald was released to our shores. I was quite impressed with its smart lines and I wanted a red/white one come what may. There wasn't a lot to choose from in those days and, being a new concept in design and quite radical in two-door soft-top form, it seemed to be a pretty good deal for the money. There were also delays with imported cars and wharf stoppages and being an impatient 21-year-old I was getting pretty annoyed after six weeks of being told: "It'll be here in another week."! You'll never guess that all the while there was this gleaming red TR3A sitting on the showroom floor getting admiring glances from yours truly each time I called in to find out when my Triumph Herald was going to get here



There was a rather large difference in price between these two vehicles and I didn't even consider the TR as an

option. However, I did make an inquiry as to the possibility of changing my mind and trading in the WW on the TR3A. There were various figures thrown around and deep and meaningful decisions made, and two days later, with a grin from ear to ear, I was driving the TR out of the showroom. I remember the day well. It was a Tuesday in November 1959 and Melbourne was turning on one of its summer showers and it was bucketing down. I remember arriving home in the rain and asking Dad if he wouldn't mind moving the Morris Oxford out so I could put my new pride and joy in the garage. I think that was the one and only time I was allowed that privilege.



As I recall, my very first involvement with the TSOA took place only a week or two later as after I returned to my TR from the movies at the Glenhuntly Cinema. I found a card under my wiper blade asking me to contact a Mr Dick Taylor and would I be interested in helping to form a car club for TRs. After following this up I met several other keen TR owners and we set about obtaining a suitable meeting place for our club rooms. Without too much trouble we were offered the Canteen at Standard Triumph's Showrooms in Elizabeth Street, Melbourne. The

very first official meeting to form the TSOA Melbourne was held In October 1959. There would have been about 20 people present and it was decided that, with a few modifications, the original Great Britain TSOA constitution would be adopted. A committee was formed and that was the start of TSOA in Australia and what, for me, has been a 48-year-plus unbroken association with it.

The Christmas of 1959 was also a memorable one for me in that I decided to spend it with a friend in Sydney (Manly, to be precise) and I don't know what better place you could be at 21 with a red TR3A. The surf, sun and the chicks. It was unbelievable. I guess you could say I lost my heart to Sydney. I had also struck up some friendships with TR owners up there who I am happy to say are still friends to this day. It was very hard to head back south after that holiday and I made up my mind it wouldn't be long before I returned. That came about in June 1960 when I packed all my possessions in the TR and headed north again, this time for keeps.

For those of you who aren't familiar with the '60s, I can tell you the 'North Shore' and around Manly in particular, was where it all happened. There was always something going on and we had a favourite meeting place at the 'Flamingo Coffee Lounge' where there was a constant collection of sports cars of all types parked outside. This was where we gathered together with other keen TR owners and the plan was hatched to start a TSOA in NSW.

After approaching Standard Triumph in William Street, Sydney we held meetings on its premises. The very first meeting was held on 20 August 1960 which I chaired and, with an enthusiastic gathering of TR2s, 3s and 3A owners (there were only side screen TRs in those days) we got off to a flying start. I was elected as President, a position I held for three years, with various other positions on the committee after that. Those were wonderful days with lots of help from a very enthusiastic group of members with EMRs, closed circuit sprints, drags, motor khans, barbecues, and navigation trials/scavenger hunts, etc., much as we continue to do today. Also, we held the very first interstate meeting between Melbourne and Sydney at Albury in 1962. (This was, of course, the precursor to our now very popular annual national rallies.) It wasn't too many years later that other states started up their own TSOA branches and we became truly national.

To be made a Life Member of TSOA in NSW in 1963 was the icing on the cake, and although it was a kind of labour of love to me, looking back over all those years, of being a part of the beginnings of this now very successful club, gives me a great deal of satisfaction. I have had so many wonderful years and made so many great and lasting friendships. It would be remiss of me not to mention the absolute unending support of my partner in crime and my beloved wife, Jan, who over all those years has been by my side come thick or thin, and to whom I owe an enormous amount of gratitude. It has often been said, and I

believe it is true, that "It's not so much what you have achieved, it is more to do with the journey."

After travelling and living around Australia with my family we decided to come back to Melbourne in 1977. The years leading up to 1992 were spent bringing up our young family and working towards establishing our business. That year we purchased a TR3A and rejoined the Melbourne TSOA. After a short time, I was elected onto the committee, holding various positions including President, Secretary and Treasurer.

Since retiring in 1999 we have made it our business to see as much of Australia as we can in the comfort of our caravan. This has been enormously beneficial for us, and our involvement in the Club has been reduced accordingly, but we still make time to attend general meetings, national rallies and other events when we are home catching up with all our friends.

Following on from all that the journey still continues, and to this day Jan and I still look forward to our ongoing participation in all things TSOA.

Regards to all.

Ray Cook TR11A



Ray Cook's (green) and David Kelly's Stags

Workshop Crane/Block and Tackle

By David Ferguson, TCCV member #773

I have a little project heading my way and that is to replace the chassis on my TR3A. The fully restored chassis has been sitting at home for two years and is ready to go. It's just a matter of time, motivation and the proper tools.

I have been trying to figure out the logistics of taking off the body, moving it somewhere, stripping down the current chassis and swapping everything over to the new one. I was trying to use my car stacker as it makes the required vertical moves but I could not work it out. I thought of an engine lifter but with limited space, I don't think that will work.

It then struck me that I could build a little crane.

Having worked in the steel industry for 40 years, I am familiar with gantry cranes, mostly carrying 20 tonnes of coil from the hook.

Two weeks ago I sketched out a ratty looking drawing and sent it to my nephew, who does design work on lifting equipment, for his input. We settled on 75 x 3mm SHS, 50 x 5mm angle for the frame elements, UC10014 for the beam and 6mm plate for the connection piece.

Off to my old employer, Surdex Steel, for the steel sections which arrived the next day. The cut plate for the connector took a week, however.

An online business called Vevor has an amazing range of workshop tools, so I

bought a 1 tonne carriage for the beam and a 1 tonne block and tackle. They took less than a week to arrive and cost \$130 for the pair. The eight 16mm high-tensile bolts, nuts and washer cost \$30, one litre of red enamel was \$50 and four plastic end caps were \$12.

I have a large drop saw, so cutting the steel to size was easy. I then tacked the main frame together, checking for squareness as often as possible.

When I was comfortable that everything was square, I fully welded the pieces together and hoped it stayed that way! It did.

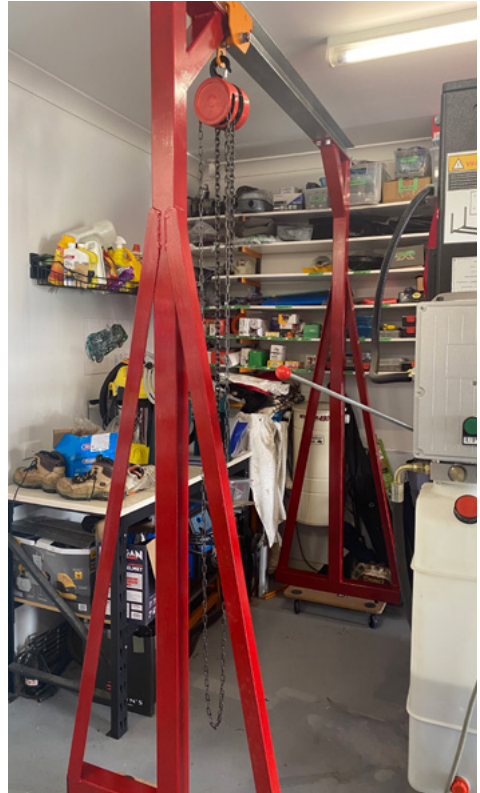
The cut plate had been drilled for me, so I then had to drill the beam to suit.

When done, it was all bolted together and set up in my garage.

My design criteria was that it had to be less than 2800mm high as that's the ceiling height, be able to lift 250kg (so I designed to 1000kg) with a hook height that allowed me to lift the body over the engine, and wide enough to straddle a TR.

The collapse load on the SHS is 18 tonnes and I think the frame would cope with 10 tonnes, so there is a large safety factor involved, just the way I like it.

Two weeks later, I have the crane ready to go. Now I just have to find the time and the motivation!





MEMBERS' INFORMATION

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

To our newest 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 stands at 269.

Our new members who joined during March are:

Steven Clarke	Vitesse
Mel McCarthy	Dolomite
Lindsay Moore	TR6
Stan Nikolic	Stag
Angela Rayner	Stag

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

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

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

Name Badges

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

TCCV Membership

\$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.

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

Advertising Officer	-	-	-
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
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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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