

The Trumpet

The Triumph Car Club of Victoria Magazine

August 2018



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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 should reach the editor by the date announced on page 3.

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 Roger McCowan
 Graeme Oxley
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 Lionel Westley †

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

For the Preservation of the Triumph Marque

Front Cover Photograph

This month's cover features webmaster Alan Andrews Herald (affectionately known as Gerald) relaxing after the mammoth climb up the Stelvios Pass-like climb out of Queenstown in Tasmania. Read more about Alan, Joan, and Gerald on pages 11-12.



Current Advertising Rates - (11 issues published annually.)

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Editorial

Our son's Aussie Car Racing programme continues to clash with TCCV meetings and events so we are looking forward to the season's end in October so we can attend more functions and get more work done on Linda's Stag not to mention not having to drive with trailer in tow thousands of kilometres to the Supercar Events.

Recently Roger McCowan decided to remove a manual with O/D gearbox from one of his Stags. Since we have a hoist, Roger brought the car to our place where he started removing the necessary components to remove the gearbox without taking the motor out. Two days later there were still seven "impossible" bolts to access so it was time for a cuppa and some googling. One blogger said "get someone else to do it" but the best was:

Gearbox refitting 37.20.01

POINTS OF INTEREST NOTED DURING OUR CONVERSIONS

1. It is necessary to have an assistant who can work upside down to fit the pedal box (preferably girl in mini skirt).
2. It is possible to get at all the bell housing bolts from underneath the car providing you have enough socket extensions and someone to hold the nut with a spanner.

We are still trying to fill the position described in point 1 and even with TWO nuts (Roger & Roger) point 2 has not been possible.

However just to prove that we are not totally incompetent the rear suspension has been started on Linda's Stag.

Thanks to Chris for his letter which is on page 6.

Cheers,

Linda & Roger



COPY DEADLINE for September Trumpet

Friday 31st August

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

Upcoming Events!

August 2018

12th – All Triumph Challenge. Winton Raceway.

15th TCCV – Annual General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm. Includes annual awards, reports, election of office bearers and appointment of volunteers.

September 2018

2nd TCCV – Monthly Breakfast. Venue TBA. 9am.

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

October 2018

2nd TCCV – Monthly Breakfast. Venue TBA. 9am.

7th – Euroa Show and Shine. TO BE CONFIRMED: Meet at Avenal 9.00 for convoy run to Euroa. Cup presentation for “Best Triumph”. Judges needed - see Grame Oxley to volunteer.

11th-15th TCCV – 13th Combined Vic & ACT Triumph Car Clubs Rally. Ballarat. Motel is the Red Lion and is part of the Sovereign Park Motor Inn at 217-229 Main Road, Ballarat 3350. Contact Marty: 03 5331 3955. Email: manager@socpark.com. You have until 31st July 2018 to book. Mention that you are part of the Triumph.

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

November 2018

2nd TCCV – Monthly Breakfast. Venue TBA. 9am.

10th-11th TCCV – Rusty Springs Sleepover. Rusty Springs is an overnight stopover with a difference. See [flyer](#) for details. Contact

organiser Mal Clark to secure your chosen themed room - contact details on the flyer.

21st TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

December 2018

9th TCCV – Christmas Lunch. Venue: Anne and Lindsay Gibson's at Shoreham. 12 noon.

January 2019

1st TCCV – Paradise Hotel Lunch. 12 noon.

16th TCCV – BBQ and General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at **7:00pm**.

20th – Eastlink Great Australian Rally. Read the [accompanying newsletter](#) for the event details. TCCV plans for the day TBA.

February 2019

3rd TCCV – Terry Dowel Museum (with the TR Register). Museum address: 30 Buchanan Rd Guys Hill (Beaconsfield). Details TBA.

10th – Worldwide “Drive Your Triumph Day”. Details TBA.

20th TCCV – General Meeting at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena at 8:00pm.

24th – British & European Car Show. Venue: Yarra Glen Racecourse, Armstrong Grove, Yarra Glen Vic 3775.

Refer the website for the most up-to-date and complete calendar for the year. TCCV events are labelled with “TCCV”.

Events Co-ordinator: Peter Welten M: 0409 511 002 or events@tccv.net or peterwelten@optusnet.com.au

Smoke Signals from the President

Despite the bitter chilly winds, we have had good attendances at our July events. The President's lunch at Clarkefield was a really enjoyable run for our cars, and we all managed to arrive as a group at the Coach and Horses Hotel, and on time. Unfortunately we overwhelmed the hotel kitchen and lunch was a bit slow arriving, but we had plenty of time for socialising and swapping technical tips.

I was pleased that our July General Meeting was well attended. Once again Roger McCowan, with his 2018 Photo Challenge gave us some valuable tips on taking photographs. Roger's contact Geoff Edwards from the Caulfield Photographic Society provided judge's comments for which we are most grateful.

The AOMC Restoration seminar was very interesting this year, and covered a wide range of activities. I was somewhat amused by the comments of one presenter, the principal of a differential repair business, who suggested that if our cars experience intermittent whining sounds, or the differential whines within certain speed ranges, the remedy is to turn up the radio and get over it!

It is easy to forget sometimes that 40 or 50 years ago, most cars had clunks, rattles, and a few whines. The back wheels locked up before the front wheels under hard braking and the wipers were barely adequate for their task. We were delighted when we purchased the car because it seemed to have fewer vices than our previous car. How times have changed. Subconsciously we sometimes concern ourselves about noises in our Triumphs after getting out of our flash daily driver. Some time ago a TR6 owner asked me whether there was a need to have his front end rebushed as his car tends to tramline over some inner city roads. It also crashes and bangs a bit over roadwork ruts. After driving his car, I told him to hang on to the steering wheel a bit tighter and enjoy the ride.

I am really pleased that we have had some new names for our Triumph Services and Parts page. Alan Andrews has set up the page in an easy to read format. This has been an interesting exercise as it highlights just how many small and medium sized businesses still have the expertise and willingness to do competent work on our cars. This list is a service to members, not a TCCV recommendation, but it also in turn supports these companies so that they can continue to work on classic vehicles.

Our August meeting will be our Annual General Meeting. An important agenda item will be the election of office bearers and Committee members, and the call for volunteers for other tasks. We will also have a surprise guest speaker, so let's have a great roll up.

Finally my tip for the month. After completing the tedious job of feeding a new choke cable on my TR6 through the dashboard into the engine bay, I then slipped a rubber grommet over the wires in the engine bay to seal the hole on the firewall. Of course, I could not get my fingers into the position to secure the grommet into the firewall hole. The only option was to remove the bonnet release mechanism, move some wiring, and some other miscellaneous bits. Fortunately Peter Byrnes called in to collect some regalia, saw my dilemma, and saved the day. His suggestion was to cut a 6 inch length of tube of a slightly smaller diameter than the grommet, feed the grommet over the cables, feed the cable through the tube, and use the tube to press home the grommet into the firewall hole. It worked. Thanks Peter.

Stay safe and warm.

Terry

Letter to the Editor

I am writing in defense of the logic of maintaining 'letters to the editor' and member's rights to comment to the club about experiences both good and bad. In addition to technical stories information of this nature is the lifeblood of the Club.

In my mind the ability of members to speak at meetings and inform others via *Trumpet* should be supported. There is the old adage that to remain silent is to remain ignorant, and to this end we should support our editor's judgment regarding the publishing and perhaps some gentle attention to the way an item is described.

Of course common sense and care should be taken when writing about an experience and again I support our editor saying at the recent meeting, we are responsible people and that our aim is to inform rather than malign, or leave the member or Club open to condemnation or legal action.

Keeping up a register of supportive suppliers and workshops is an extension of this process and I am delighted to see it taking shape. I guess, as we go down this path the omission

of a particular company from our preferred list would speak to itself. However again I say that unless a member is able to inform the club of an unsatisfactory experience, other members could suffer a similar experience, hence the need to inform carefully and honestly.

If you have had an unfortunate experience please share it honestly and unemotionally and we will be safe from condemnation, and informed. There is no fear in the truth.

I take calls from members and the general public as a car captain, equally I need information and feedback from the Club to be able to speak freely and confidently to people about issues. One of the most common questions I get from people coming into the classic car movement for the first time is; where do I take my car for such and such. In my mind, knowing what's going on around me is just as important as my own personal experience.

Chris Sallmann

(Car captain and long serving member)

Standard Cars/Lexus – Elizabeth Street, Melbourne



Thanks to David Ferguson for this photograph taken at the rear of City Lexus (559 Elizabeth Street, Melbourne) – Still selling cars; just a little more modern.

Now in its second, year, the TCCV Photo Challenge was instigated in an endeavour to raise the standard of photos that are published as records of our Club's events and activities. I am pleased to say that the improvements have been significant, perhaps not universally so for those uploaded to PhotoBucket, but certainly from last year's challenge to this year's.

This year's photographic challenge was to fire up the imagination of our members to submit photos of our beloved cars IN ACTION, or our members themselves IN ACTION, because we enjoy doing things with our cars, not just cossetting them away, only to be brought out for special displays.

A total of 40 photos were submitted, with many members rising to the challenge to depict action and activity. As well as cars and people in action, there was a category for photos by members who would like to hone their photography skills but for whatever reason, can't get an opportunity for an action shot.

Below are the top picks, as assessed by Mr Geoff Edwards of the Caulfield Photographic Society, along with his comments about each photo, and why it appealed.

Roger McCowan

Thanks for the opportunity to see how your club keeps improving.

Imagination for composition is rising. People will always look twice at an image if they have not seen a composition or processing effect before.

The biggest lesson to learn this time is the avoidance of direct sunlight, which creates garish images, unwanted shiny reflections off a car's metal and glass, and shadows which hide detail.

Best light is a sun which is veiled by a cover of light cloud, or no sun whatsoever. Sun is good for a sweeping landscape of natural colours and features but which may have the car small and devoid of big reflections.

For similar reasons, forgetting use of a flash is usually a good idea. If lack of light is a problem, find an aid to rest the camera on to keep the lens steady. A tripod is always handy.

Geoff Edwards

Category: Triumph Cars In Action



First Place: Ian Fox

Unusual and imaginative close-up of a spinning wheel, which mesmerises while allowing a viewer to study the optical effects of fast rotation. Adding grey would dampen the white spots which tend to distract. But a fascinating image.

Continued on next page

2018 TCCV Photo Challenge

Category: Triumph Cars In Action (continued)

Second Place: Chris Sallmann

Well composed, with enough surrounding context to let the viewer know what is happening with the car. Clearly shown faces of pushers, including one neatly framed by the other's arms. Very clever.



Third Place: Alan Andrews

Great composition, together with a road symbolising where the car has come from or is about to travel. Photographer has found an elevated position. Lots of landscape in the background but car remains the impact feature.



Merit: Keith Brown

Classic composition for a car and landscape, a pleasing image not out of place framed above the owner's mantelpiece.



Category: Triumph People In Action

First Place: Anne Gibson

Alas, the answer to the age-old question of how many men does it take to change a light bulb. Image shows so much about the comradeship of Triumph enthusiasts, with so much brain power focused on one small section of a light segment. Car receiving attention is only partly revealed but accompanying car illustrates the Triumph brand.



subjects about to be snapped. However, V-for-whatever signs are now an intentional pastime. It works well here, with the fingers showing enthusiasm and energy, and all faces looking at the camera. Often, there is one with eyes closed or looking elsewhere. A depiction of friendship and car love surrounding a vehicle in the eye-catching colour of red.

Second Place: Chris Sallmann

Did anyone, as a kid, not hop into the driver's seat and pretend they were driving? Viewers anywhere would identify with this picture of the inquisitive child, acting naturally, soaking up the dials and trying to spin the wheel. A heart-tugger. Just a matter of time before the child can reach the clearly depicted gearstick. Then look out!



Third Place: Alan Andrews

Serious photographers loathe unexpected displays of upraised fingers by portrait

2018 TCCV Photo Challenge

Category: Triumph General

First Place: Graeme Oxley

The standout picture of the competition, almost a professional fun picture suited to a magazine. Plenty of imagination and ooh la lah without going too far. Photography judges love diagonal lines, and this has the car and the man on the diagonal, and the woman certainly is, too. Plain background means no distractions. Satisfied, smug look on male model's face is priceless.



Second Place: Anne Gibson

A thing of beauty. A dominant subject, high impact and a short, white line of the road leads directly to the car. Like one side of foreground being bitumen, and the other side roadside verge. Veiled sun means picture retains detail which would otherwise be lost in shadows. Black spot in sky may just mean your lens needs a clean.



Third Place: Andrew Richards

Another thing-of-beauty picture, with some background context which does not compete with the car. Again, the absence of strong sunlight shows how well even light helps the photographer bring out detail in everything.

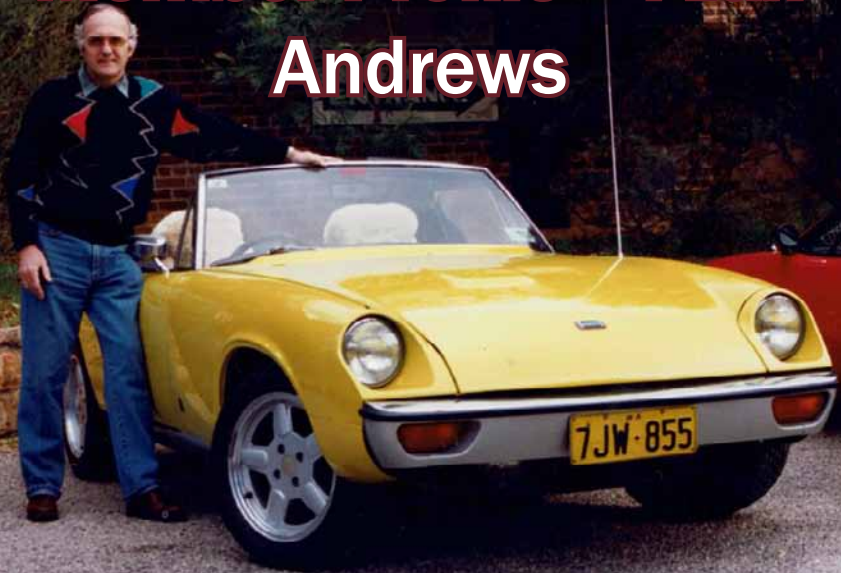


Category: Triumph General**Merit: Lorraine Macdonnell**

Merit recognises the imagination in having the photographer's image in the side mirror, an extra point of interest. Face can be easily lightened and sharpened in Photoshop and I encourage the maker to follow through, somehow. Any subject which is half in sun, half in shadow, causes problems for a camera. Sometimes, the differences in light and dark in the image cannot be completely solved in Photoshop or similar editing programs.



Member Profile – Alan Andrews



I bought my first car from Para Motors on West Terrace in Adelaide back in 1966 when I was Flinders University bound. Home was 400 kms away in Whyalla. I travelled back and forth some weekends. On one trip home the front passenger stub axle sheared when

negotiating a right hand turn at traffic lights at Norrie Avenue about three kms from home. I knew something had happened when I saw a wheel careen straight ahead as I took the corner. On another trip, a piston disintegrated into the sump causing the conrod to severely

Member Profile – Alan Andrews

score the cylinder. Plumes of smoke pouring out the back and instant loss of power a dead give-away. Fortunately, dad was a motor mechanic. He went to the town scrapyards, bought a piston from a Standard 8, and put it back together. I used 80W oil, refilling often, on the way back to Adelaide. Para Motors fixed it again under “warranty” – I paid for parts.

The very next trip I was accompanied by my then girlfriend, as Whyalla was her home too. I drove very slowly, running in the new engine. About three in the morning I fell asleep at the wheel. We gently veered right into the lightly wooded verge. Surprise, I woke up with a start. No damage, and neither of us hurt – an escape. I made the remaining twelve kilometres home without even blinking!

As you see, adventures in red 1960 Triumph Herald Coupes is not a new experience for Joan and me. It was our “courting car”, but the hand brake was a problem – Joan got to bringing a pillow to narrow the distance – “Ain’t love grand!”. Regrettably I sold the car after two years, something I would not have done had I known the roof unbolted. But the driver’s door flying open when turning sharp left forced the issue. Fifty years later, little has changed, except for the pillow and the door.

In the intervening years we have owned three Triumph 2500 Mk2 saloons and an air-conditioned TR7. I was T-boned in one of the saloons once. Somewhat my fault, but no harm done except to the passenger doors. But they were all great cars, particularly the TR7, which my son took over and destroyed the electrics with a huge sound system, promptly trading it for a Holden VP to take his mates around. *C’est la vie*.

I bought Gerald in 2003 in Perth, rescuing it from the crusher. The young couple owners



started restoration. Taken it apart and into boxes. Fitted the bigger 1147cc engine. Separated, and went OS to work, leaving her mum with the car. Eighteen months later, mum rang TCCWA about selling it. And then the expenses began. And they continue still. Of all our twenty plus cars, Joan and I have owned Gerald the longest, and long may that continue. I am still a member of TCCWA. Thirty years now.

Generally, I am not prone to regrets, but seem prone to mistakes. Selling a Jensen Healey against everyone’s advice and selling a Jaguar 420G to appease my accountant, are two standouts. A car I always wanted but never had is a 1995 V12 Jaguar XJS Cabriolet. Too late now. Power and grace, a winning combination.

I joined TCCV in August 2006 after moving to Melbourne the previous month. I enjoy being Club Webmaster. My mathematics and computing teaching background helps somewhat. Putting back into the Club is rewarding and challenging at the same time, a state which I can recommend to all.

Way back in 1977 when I was still studying at Swinburne, my mum had a 1961 Ford Falcon and my dad had a 1969 Holden Belmont. As you can tell, we were not the most exotic car family in the country!

I learnt to drive in dad's 3-on-the-tree Holden with the mighty 161 ci engine and it felt quite good getting out and about in that. My own car was a 1961 Holden but it didn't have an engine nor was it roadworthy. It cost me the princely sum of \$5! I cut my teeth on restoring that old Holden, making plenty of mistakes but eventually getting it to a more or less roadworthy condition. The Holden didn't last too long and I needed something a bit more "upmarket!". That came in the form of a 1969 Valiant Hemi, again with 3-on-the-tree.

Around that time, mum and dad realised that mum's old Falcon was on the way out, and they started thinking about a replacement. My best mate at Swinburne was from a wealthy family and they had a Triumph 2000 that was surplus to requirements.

I convinced dad that this would be a good car for mum and he duly wrote out a cheque. We went over to pick the car up and WOW, what a revelation it was to drive compared to mum's old Ford and dad's hack Holden. It was a light bulb moment for all of us!

The entire car felt so different, firstly the lovely interior and dash and then the driving performance of the rack and pinion steering, the independent rear suspension and the generally refined dynamics. Even the engine was more refined.

I was hooked! I knew then that I just had to get myself a Triumph. One of the other guys at Uni was a total car nut and his dad had had a Mk1 2.5PI Triumph, about which my friend

waxed lyrically. He told us about the way the engine throbbed and the power came on like a turbine. My dream was to have a 2.5PI of my own.

By a stroke of financial luck I ended up with \$2,500 in my bank account and it was burning a hole in my pocket. I eventually found a Mk II 2.5 PI which I could afford, as it had noisy main engine bearings, so I knocked the owner down from \$2,700, paid \$2,100 for it and off I went!



My life with Triumph Motor Cars

That car gave me plenty of grief. For example some grease monkey had removed and refitted the ring gear, only he had done it back to front and the ring gear was not fully home on the flywheel. In fact it sat on an angle, meaning that sometimes the starter motor could engage and sometimes it couldn't. It took ages to work out that the ring gear was the problem. An auto electrical place charged me \$95 for a recon starter motor, but that didn't fix the problem! Eventually they did work it out but at first they tried to tell me it was my faulty method of turning the ignition key!



Eventually my friend at Uni whose dad had the Mk I PI offered to rebuild the engine in my car, so we got on with that in his garage. We did a few tweaks such as a 1/3 race George Wade cam and he somehow figured out how to tune the injector pump to this new cam profile. That car really flew along and I remember doing some pretty crazy things in it.

Not long after I graduated I went to work in England. Of course I wanted a Triumph, so I bought a lovely red Dolly Sprint, which was a trade-in on a TVR, at a local TVR dealer. When I went back to the dealer with the money for the car they sheepishly told me that they had driven it without any water in it and seized the engine. They made me a really good offer...pay for half the cost of the new parts and they would totally rebuild the engine, which they did and it went very well. I got a new engine for 175 Quid, which was a bargain!



I then had a rush of blood and bought myself a very ordinary Jensen Healey, another car of my dreams, and the Dolly had to go. I always regretted selling it.

Eventually I ended up as a family man and I needed a sensible vehicle, so I went out to find a 2500S Estate. I ended up rebuilding that engine myself, and again I wish I had kept that car. It

took us all over England and Wales over the next few years.

I continued my love affair with Jensen Healeys upon my return to Australia, but I was using that car as a daily driver when I got a job that required driving to all parts of Melbourne and Victoria. I clearly remember two occasions, one in 40 Deg C and the other in 0 Deg C, which, together with my increasing age, meant that the J-H had to go and I needed to get a sensible car again.



Eventually, about 10 years ago, the long-time hankering for a Stag got the better of me and I bought my yellow peril, without roadworthy or registration. That's also been a long labour of love but that's another story.

Leon Himmelfarb

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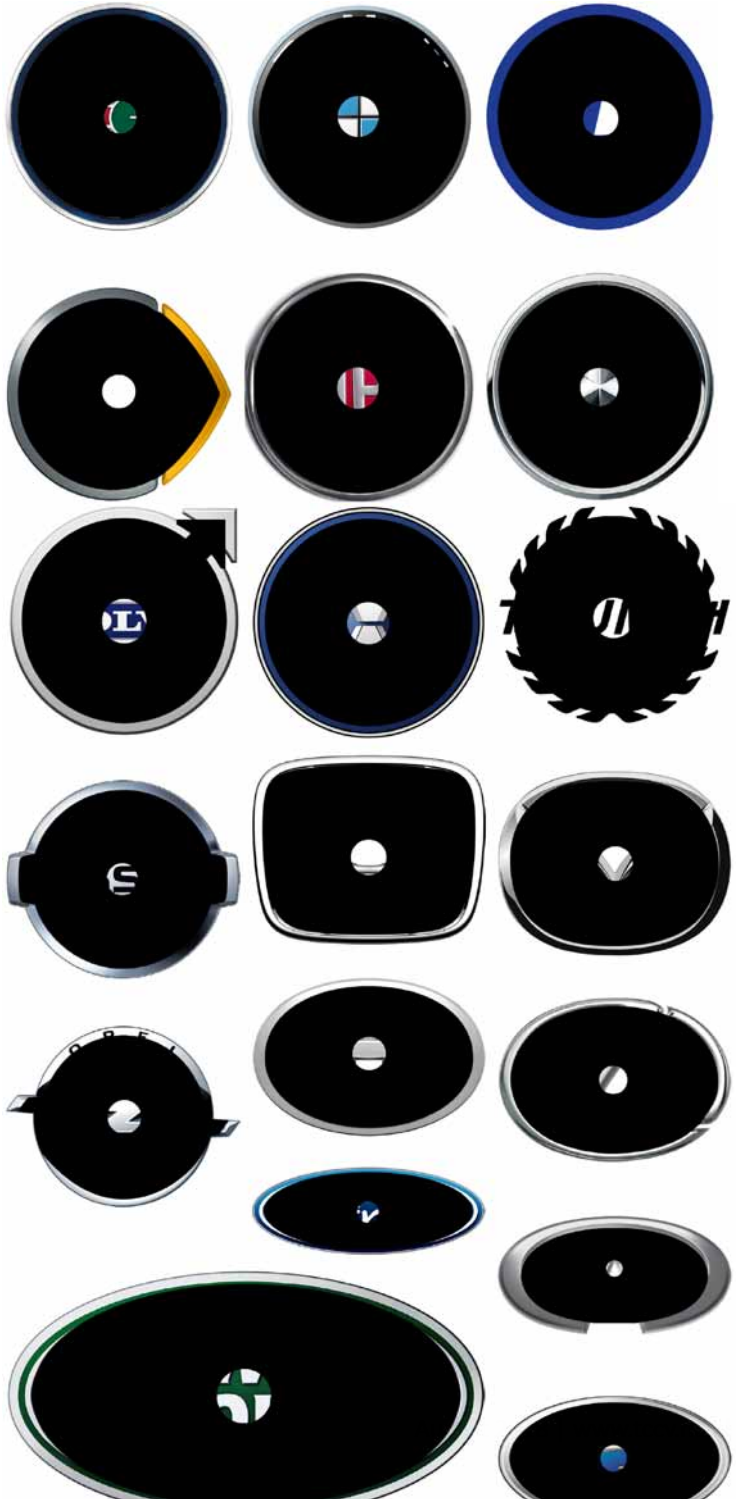
Riddle: How many Triumph owners does it take to change a tail-light globe?

Answer: Four. Three to make the change, plus one to supervise and record process steps with photos (see example photo on page 9).

Automotive Logos

Below are the logos of the automobile manufacturers. On the facing page are the logos as they appeared in the July *Trumpet*, for comparison. How many did you get right?





Notice of the 2018 Annual General Meeting of the Triumph Car Club of Victoria Incorporated

To be held on Wednesday, 15th August 2018 at the Uniting Church, 117 Murrumbeena Rd, Murrumbeena, commencing at 8pm.

Agenda:

- Welcoming Address
- Apologies
- Tabling of the minutes of the previous AGM
- Annual financial report and tabling of the Annual Financial Statements
- President's Report
- Presentation of Awards
- Election of the Committee for the coming year
- Appointment of volunteers for non-committee positions for the coming year

Please ensure that any Committee Member nominations are provided in writing to the Secretary no later than seven days prior to the AGM. A Committee Member Nomination Form is located in the Members Only section of the Website.

Positions Vacant: Committee members and club volunteers

It is that time of the year again when we start to plan for our Annual General Meeting, the election of Committee positions and the seeking of volunteers.

The TCCV is enjoying a healthy and vibrant period with steadily increasing membership. The membership has more than doubled in the twelve years I have been a member.

Our club will remain healthy and attractive to new members if we have new people with fresh ideas stepping in to Committee and volunteer positions fairly often.

The AGM on 15th August is your chance to step up. Even if you do not want to take on a full volunteer role you may wish to offer assistance to our volunteers that would be gratefully appreciated.

The Committee positions and volunteer positions are listed at the end of this magazine. For Committee positions there is a nomination form on our website www.tccv.net in the member only section. If you need the password, or would like me to send you a form, please contact our Secretary, Nick Skinner (secretary@tccv.net).

Terry Roche

President

president@tccv.net

M: 0404 391 511

Members' Information

To our new members – Welcome to the Club, we hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required please contact the club Car Captain for your vehicle model (see page 20).

Club Membership

There were no new members for the month of July so the membership stands at 236, of which 48 members renewal subscriptions are overdue – if you are one of these 48 please renew your membership immediately – non-financial members will not have their Club Registration Permits renewed. Contact me should you have any queries regarding your membership or renewal subscription. Remember to advise of any changes to your personal or vehicle details.

A reminder that a Club Permit registration will not be issued if you have not accrued the necessary Club Points or are not a financial member.

Name Badges

The wearing of name badges at meetings and events assists members getting to know each other as well as identifying TCCV members at public events and is encouraged.

Name badges are issued to the primary member as part of your joining fees. Partner's badges (or replacements for lost badges) can be ordered at the cost of \$10. Please advise me if you require additional / replacement badges.

Neil Robinson

Membership Secretary
membership@tccv.net

Triumphs on the Web

There are many interesting Triumph websites on the internet. This section lists the best of the Triumph and Motoring related websites, if you know of a good site not listed send me the link and I'll put it in this section.

Georgia Triumph Association

www.gatriumph.com

Note TCCV members ONLY have privileged access to the GTA magazine via www.gatriumph.com/newsletter.htm

The Triumph Home Page

www.team.net/www/triumph

TR Register New Zealand

www.trregister.co.nz/

The Dolomite Homepage

<http://www.triumphdolomite.co.uk/>

Greg Tunstall Mechanical - Queensland

www.gregtunstallmechanical.com.au

Lucas MK1 and MK2 fuel/petrol injection

www.lucasinjection.com/

Triumph Sports Six Club UK

www.tssc.org.uk

Event Photos

The username and password needed for you to upload your photos to the Club's PhotoBucket collection are available via the website's 'Members Only' section.

Information about PhotoBucket is available in the 'Photo Gallery' section of the website. Email Photomaster at photos@tccv.net if you have any queries with the process.

TCCV Membership

Annual membership is

\$60 (City) \$55 (Country – outside 80km radius of Melbourne GPO).

A \$5 membership fee discount is applied for ALL members who elect *eTrumpet* in a preference to a hard copy of the club magazine. Additional membership information, including an application form, can be downloaded from the club website.

Club Contacts

Committee

President	Terry Roche	president@tccv.net	M: 0404 391 511
Vice-President	Andrew Richards	vice-president@tccv.net	M: 0414 541 149
Secretary	Nick Skinner	secretary@tccv.net	M: 0419 322 441
Treasurer	Denise McGuire	treasurer@tccv.net	M: 0438 231 207
Committee Member	Brian Churchill	committee1@tccv.net	M: 0488 168 246
Committee Member	Shane Houghton	committee2@tccv.net	M: 0412 364 925

Volunteer Positions

AOMC Delegates	Peter Welten, Colin Jenkins, Terry Roche	aomcdelegates@tccv.net	
Regalia Officers	Peter Byrnes Paul Wallace	regalia@tccv.net	M: 0429 389 878
Club Permit Secretary	Tony Cappadona	clubpermitsecretary@tccv.net	M: 0419 113 517
Club Permit Officers	Noel Warden		M: 0448 081 947
	Peter Mayer		M: 0412 124 524
	Nick Skinner		M: 0419 322 441
	Terry Roche		M: 0404 391 511
	Denise McGuire		M: 0438 231 207
Collation Co-ordinator	Ann Welten	collation@tccv.net	M: 0407 885 983
Events Co-ordinator	Peter Welten	events@tccv.net	M: 0409 511 002
Triumph Trading	John and Fay Seeley	trading@tccv.net	T: 03 9359 2415
Membership Secretary	Neil Robinson	membership@tccv.net	M: 0418 522 716
Tool Librarian	Lindsay Gibson	tool librarian@tccv.net	M: 0407 375 753
Book Librarian	David McLean	booklibrarian@tccv.net	M: 0425 465 336
Webmaster	Alan Andrews	webmaster@tccv.net	M: 0418 947 673
Editor	Roger and Linda Makin	editor@tccv.net	M: 0447 762 546
Publications Graphic Designer	Roger McCowan	graphicdesigner@tccv.net	M: 0439 711 381

Car Captains

Refer our website for Club Captain contact details

TR2, TR3, TR3A	Keith Brown	TR4 & 5	Chris Sallmann
TR6	Terry Roche, Chris Sallmann	TR7	Fay and John Seeley
Dolomite	Colin Jenkins, Peter Welten	Spitfire	Mike Stokes
Stag	Graeme Oxley, Jim Ostergaard	GT6/ Herald/Vitesse	David Glenny, Alan Andrews
Mayflower	Roger McCowan	2000 & 2500 Saloon	Chris Burgess, Lindsay Gibson

Collation

If you would like to help with collation, please let me know and I will ring you as a reminder a day or two before collation, which is usually on the Tuesday of the week prior to the monthly general meeting. Members who come along to assist can earn Clubman points and get their magazines earlier than anyone else!

Give me a call on 0407 885 983 if you think you could help occasionally.

Ann Welten – Collation Co-Ordinator



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Monthly General Meetings

General Meetings are held monthly on the third Wednesday of the month, except for the month of December and the month in which an AGM is held. The standard agenda for the General Meetings is:

- Welcome address
- Apologies, Minutes & Secretary's Report
- Editor's Report
- Membership Secretary's Report
- Triumph Trading Report
- Any other business
- Guest Speaker / Special Presentations
- Treasurer's Report
- Event Co-ordinator's Report
- Library, Tools & Regalia Report
- AOMC Report

The order of the agenda is subject to alteration on the night by the chairman. Extra agenda items should be notified to the attention of the Secretary via email to secretary@tccv.net

The minutes of monthly general meetings are available for reference in the Members Only section of the website. A few hard copies of the prior month's minutes will be available at each monthly meeting for reference. Please email any feedback to the Secretary at secretary@tccv.net.



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