

The TRIUMPH

June 2025

TRUMPET

The T

vitesse

noun French (vē-tes')

speed of movement



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Design and production of the *Trumpet*:
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This month's magazine is our first 'online-only' edition. Hopefully you can all access it easily and will find it just as engaging as the printed version.

You will see that we have removed the events calendar – *What's Around the Corner?* – and the Club Contacts pages that were previously included in the *Trumpet*. These details are included on the website and, as you are already in the website if you are reading this, they are easy to find.

Please let us know your thoughts about the online version of the *Trumpet*, and any suggestions you might have for its improvement, or issues to include or cover in future editions.

The fabulous Triumph Vitesse is our focus for the June magazine. As a Vitesse driver for many years, both when living in London and then back here in Australia, I can attest to its positive characteristics. Its sale last year will always remain a major regret!

Many thanks to Graeme Oxley and Alan Andrews for the story about – and photographs of – the Stick Shed Tour, held over the weekend of 3-4 May. What a fascinating place. And Ron Schneider's Vehicle Collection at Marnoo was also a surprise – we certainly have some incredible places to visit across Victoria!

Thanks also to Sue and Chris Burgess for their coverage of the TCCV visit to the Cranbourne Botanical Gardens on 14 May. Another beautiful Victorian attraction.

As our President has also indicated, we are still looking for a new editor/designer for the *Trumpet*. Feel free to contact me, or President Tony, if you would like to discuss your interest in taking on these roles. While I will be away for a few weeks, I will still be looking at emails and will respond to any questions as soon as I can.

In the meantime, fingers crossed for some much-needed rain here in central Victoria. It is so dry everywhere, and while the early mornings and late afternoons have been autumnal and cool, the days have been very summery. Both flora and fauna are very confused.

But these are delightful days for a drive in whatever Triumph you happen to have access to.

Until our August edition, travel safe.

NOTE



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The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.

President's Briefing

By Tony Cappadona, TCCV member #662



Hello members. As I write this article, the deadline for the June *Trumpet* is fast approaching. It's a couple of weeks early this month due to the fact that our Editor and Designer, Fran

and Jimmy, are going on a well-earned holiday. We wish them a very enjoyable time away.

I've been busy compiling and summarising the open questions from the member survey. There is a lot of information to work through and I must say the task is bigger than I anticipated. I will be presenting this information at the May general meeting; I am hoping for a lot of member participation as this will make the presentation more interesting and rewarding. The rest of the survey was published in the April *Trumpet*, so please feel free to provide feedback and suggestions.

One of the recurring issues in the survey is the geographical location of events. We have held a few events in the West this year. Drive your Triumph Day West was organised by Ron Richardson and well supported; Graeme Oxley organised a lunch at Whyndham Cache which is close by to the Werribee Zoo; and there was a Stick Shed tour organised by Stu Smith and Graeme Oxley. Unfortunately, I couldn't make it but I was told the Stick Shed was a fabulous weekend away. The vast majority of TCCV members reside in the Eastern suburbs. This is demonstrated by a recent study, where an analysis

was performed on the postcodes of our members; events in the East attract many participants. The February Drive Your Triumph Day West was very successful. Ron invited people from the TCCV, TSOA and The Standard and Triumph Club. Joint events in the West could be the answer to achieving high participation rates.

We haven't found a replacement Editor for the *Trumpet* magazine, and Fran has offered to make Adobe InDesign templates available to the next Editor. Now that the *Trumpet* is an online-only publication, printer deadlines have been removed and this also removes some of the pressure of producing the magazine. If anybody has any suggestions or feels they can help please contact me. We will start to directly contact people as this approach may be more likely to produce an outcome.

It's membership renewal time – Roger McCowan has emailed the renewals, so please check your email. If you have been receiving a printed *Trumpet*, you will notice that your renewal fee has been reduced to \$50. This is because the *Trumpet* is now an online-only publication. If you are a club permit holder you need to be financial for the permit to be valid.

We have our Show and Shine on 25 May at the Steam Traction Engine Club, Scoresby. Being the last Sunday of the month it is the club's run day – all the sheds will be open and all the engines will be running, and there may be traction engines on their arena. This is a great venue with catering. Hopefully we will get a sunny day, so pack a picnic, polish the classic and put your hat in the ring for a trophy.

THE COVER STORY



Triumph Vitesse

From Wikipedia

The Triumph Vitesse is a compact six-cylinder car built by Standard-Triumph from 1962 to 1971. The car was styled by Giovanni Michelotti, and was available in saloon and convertible variants.

The Vitesse name was first used by Austin in the 1914–1916 Austin 20 (hp) and 30 (hp) Vitesse models. This was followed in 1922 by G. N. (Godfrey & Nash) on their GN Vitesse Cycle-car, and then by Triumph on a car made from 1935–1938.

After the last Triumph Vitesse was made in 1971, the Vitesse name remained unused until 1982. In 1982, Rover began to use the name on their SD1 until 1986. They also used it from 1984–1990 on

the SD3 216, and on the Rover 800 from October 1988–1991, at which time it was rebodied as the R17 version. The R17 was produced until 1998 as the Rover Vitesse Sport.

Vitesse 6

The Triumph Vitesse was introduced on 25 May 1962 and reused a name previously used by the pre-Second World War Triumph Motor Company from 1936–38. The engine was an inline 6-cylinder performance version of the Triumph Herald small saloon. The Herald had been introduced in 1959 and was a 2-door car styled by the Italian designer Giovanni Michelotti.

Within two years, Triumph began to give thought to a sports saloon based on the Herald and using its 6-cylinder engine. Michelotti was again



Triumph Vitesse 6 / 1600cc © Shannons

approached for styling, and he came up with a car that used almost all body panels from the Herald, combined with a new front end with a slanted 4-headlamp design.

Standard-Triumph fitted a 1596 cc version of their traditional straight-6 derived from the engine used in the Standard Vanguard Six, but with a smaller bore diameter of 66.75 mm (2.628 in), compared with the 74.7 mm (2.94 in) bore on the Vanguard, equipped with twin Solex B32PIH semi-downdraught carburetors. These were soon replaced by B321H carburetors due to issues with accelerator pumps. A 'seam' on the cylinder block between the third and fourth cylinders reveals the design beginnings of the 803cc Standard SC engine block, first used in the Standard Eight of 1953. The gearbox

was strengthened and upgraded to closer (more sporting) gear ratios, and also offered with optional Laycock De Normanville 'D-type' overdrive with a 20% higher ratio for the top gear (the equivalent change from 3rd to 4th in a standard transmission), giving for more relaxed and economical cruising. Models fitted with overdrive had a chrome badge with "Overdrive" in italic text on the left side of the boot opposite the Vitesse 6 chrome script badge on the right. Synchromesh was present on 2nd, 3rd and 4th gears.

The rear axle was changed to a slightly uprated differential, but retaining the same 4.11:1 ratio and flange sizes as the Herald. Front disc brakes were standard as were larger rear brake drums, and the Herald fuel tank was enlarged, retaining the reserve feature (essentially a curved

pickup pipe that could be rotated to dip into the last few centimeters of fuel) of the smaller Herald tank. The front suspension featured uprated springs to cope with the extra weight of the new engine, while the rear suspension, a swing-axle transverse-leaf system, was mostly unchanged from the Herald. The chassis looked outwardly similar to the early Heralds, but in fact was substantially re-designed and strengthened, especially around the differential mountings, improvements which were immediately passed through to Herald production. The dash and instrument panel of the earliest Vitesse was the same as the Herald, with a single speedometer dial featuring fuel and temperature gauge insets. The Vitesse was available in convertibles and saloon forms; a coupé never got beyond the prototype stage. The separate chassis construction of the car meant that no additional strengthening to chassis or body was considered necessary for the convertible model, the only concession being additional door catches to prevent the doors opening during hard cornering.

A handful of Vitesse estates also were assembled to special order at Standard-Triumph's Service Depot at Park Royal in West London.

The Vitesse received a more luxurious interior compared to the Herald; wooden door capping was added to match the wooden dashboard and the car featured slightly better seats and door trims. Optional extras included a vinyl/fabric 'Britax Weathershield' sunroof on saloon models. Exterior trim was also improved with an elongated

stainless steel trim piece which extended further down the body than the Herald, including a Vitesse-specific piece of trim rearward of the petrol filler cap and satin-silver anodised alloy bumper capping replacing the white rubber Herald items.

In September 1963 the Vitesse received its first facelift, when the dashboard was revised with a full range of Smith instruments instead of the large single dial from the Herald (large speedometer and cable-driven tachometer flanked by smaller 2 inch fuel and temperature gauges). From September 1965, at commission number HB27986, the twin Solex carburettors were replaced by twin Stromberg CD 150 carburetors. Power output increased from the original 70 bhp (52 kW) at 5,000 rpm and torque of 92.5 lb.ft (125 N.m). There was a claimed increase of 13-14 bhp, and the motoring magazine tested top speed rose to 91 mph (146 km/h), with the 0-80 mph (0-129 km/h) time decreasing from 46.6 seconds to 33.6 seconds.

The Vitesse 6 sold extremely well for Triumph, proving to be the most popular Vitesse sold during the model's lifetime. The car received initial praise for its performance, fuel economy, interior and tight turning circle.

Sports 6

The Vitesse 6 convertible was exported to the US as the left-hand drive Triumph Sports 6 from 1962 until 1964. The original US price (POE East Coast) was \$2,499, and it was offered in White, Signal Red or Black. The Vitesse Saloon was never officially imported to the



Triumph Vitesse Sports 6 © Influx

US. Due to its high retail price and competition from cars such as Ford's new Mustang, only 679 were sold before it was withdrawn from sale.

Vitesse 2-Litre

In September 1966, Triumph upgraded the engine to 1998cc, in line with the new Triumph GT6 coupé, and relaunched the Vitesse as the Vitesse 2-Litre. Power was increased to 95 bhp (71 kW), endowing the new car with a claimed 0–60 mph time of just under 12 seconds, and lifting top speed to 104 mph (167 km/h). (The 2-Litre was advertised by Triumph as "The Two Seater Beater"). Other detail modifications for the 2-litre included a stronger clutch, all synchromesh gearbox, larger front brakes, and a stronger differential with a slightly higher 3.89:1 ratio. Wider and stronger

4.5-inch wheel rims were fitted, but radial-ply tyres were still optional at extra cost. There was a satin silver anodised aluminium alloy cowl above the new reversing light, and badges on the side of the bonnet and in the centre of the grille read 2 litre. The Vitesse boot badge was retained as italic script but lost the 6 of the earlier model – replacing that with the rectangular 2 litre badge and with a chrome strip underlining the Vitesse badge. Cars with overdrive had a separate badge on the cowl above the number plate/reversing light. Inside the car, the seats were improved, with softer (more plush) covering and a better back-rest shape which slightly improved rear-seat knee-room. A new leather-covered three-spoke steering wheel was also added. The Vitesse Mk I was sold until 1968.



Triumph Vitesse 2-Litre Mk1 © The Triumph Sports Six Club

Vitesse Mk II

The Vitesse Mark 2 was launched in October 1968 as the final update to the Vitesse range. For the Mark 2, Triumph focused on improvements to the rear suspension by fitting new lower wishbones and Rotoflex half-shaft couplings. This system, also shared with the new GT6 MKII (GT6+ in the US market), and the first GT6 MKIIIs, improved higher speed handling and roadholding. The solid swing axles of the Herald and earlier Vitesse had camber changes of some 15 degrees from the limits of travel. By adding the lower wishbone and the divided drive shaft while retaining the transverse leaf spring as the top link, this camber change was reduced to about 5 degrees.

There were other improvements: the

engine was tweaked once more to provide 104 bhp (78 kW), cutting the 0–60 mph time to just over 11 seconds and providing a top speed of over 100 mph (160 km/h). The main changes were to the valve timing, to give earlier opening and later closing of the inlet valves compared with the earlier 2-litre engine. (38/78 btdc/atdc for the Mk2 vs 30/60 for the 2 litre). Design changes to the cylinder head allowed for increased inlet valve diameters and better porting.

Another major difference in the cylinder head removed the 'step' in earlier 1600 and 2 litre incarnations. This meant that in the earlier cars the head studs on the right (manifold) side were short and ended under the manifolds, necessitating unbolting the (hot) manifolds and dropping them back to retorque the studs after a head gasket



replacement. The MKII head was full width so all the studs were accessible. The inlet manifolds of the MKII were shorter than the 2 litre to keep inlet tract length the same. The Stromberg carburetors were also changed from 150 CD to 150 CDS, the S referring to the use of a spring between the dashpot cover and piston.

The exterior featured a new grille with three sets of horizontal elements that were also used (in longer form) in the Herald 13/60, Rostyle wheel trims and silver painted steel rear panel (described by Triumph as 'ceramic').

The interior was upgraded once more in order to share parts with the new Herald 13/60, though the Vitesse included a tachometer and larger ashtray. A new colour range was offered for the Mark 2 models. The aluminium

cowling above the reversing light gained an oblong chromed VITESSE badge, and the separate chromed Mazak TRIUMPH letters on the bonnet and the boot lid were also deleted. The badges on the bonnet sides were changed to read MKII instead of 2 litre. Cars with overdrive had a small badge that fitted below the new rectangular Triumph boot badge.

The Vitesse continued to sell well until its discontinuation in July 1971, seven months before being replaced by the Triumph Dolomite.

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Auction Watch: 1968 Triumph Vitesse Mk1 Estate

Keith Adams / AROnline / December 2022

So, a load-lugging Vitesse scorches through the auction system and your first thought is that it must be a Rover SD1. But this is a whole lot rarer than the executive stormer from Cowley. This Mk1 Triumph Vitesse Estate is one of just 12 made, and it's just sold for £15,250.

This one's in spiffing condition, with a Condition 1 description from the Triumph Sports Six Club, and has a continual history befitting its sub-100,000-mileage. It's an interesting car, pre-dating the swathe of sporting shooting brakes from rival UK makers, such as the Reliant Scimitar GTE and Lotus Elite – and looks a whole lot more appealing than the standard saloon and convertible.

This one's so rare because it was only

offered as a special order from new. This particular car was converted by Standard-Triumph's Service Depot at Park Royal in West London, and ended up costing twice the price of a standard Vitesse, and knocking on the door of the Jaguar E-type – hence such slow sales.

The car has had just two owners in the last 40 years, and the last but one treated it to a thorough restoration. Its history is well documented – first registered to a dealer in Brixton in January 1968, it was eventually sold to its first owner, a solicitor in Wembley, that October before passing through the hands of several owners.

It's from 1980 that the car's future was assured, when the rolling restoration inside and out began. It stayed in their hands until 2013, when it was sold to the current owner. It comes with some interesting documentation, such as the original registration document, a copy



of an Autocar classified advertisement for this particular car and the original factory paintwork schedule.

Finally, a detailed pictorial record of the restoration is present. It's a fascinating

ca and, with its 2.0-litre straight-six under the bonnet, it's going to be an interesting drive. The new owner is going to enjoy this one – what a lovely early Christmas present!





Road impressions of : The Triumph Vitesse Mk.II

Motorsport / March 1969

When I last tried a Triumph Vitesse, in 1963, I described it even then as rather old fashioned but as an essentially honest motorcar with a very nice engine. In those days it had a 1½-litre six-cylinder power unit but the version which arrived without warning at the office last month, while having much in common with the original Vitesse,

nowadays has a 2-litre engine and revised wishbone and transverse leaf spring i.r.s.

It is, in effect, a multi-cylinder Herald and follows the prevailing British trend of being a long-established model modernised by putting in a larger engine. Thus it is due for further revision but has all the appeal of a small car with plenty of power. Indeed, so over-powered or under-geared is this 1969 Vitesse Mk. II that it will pull away from 900 r.p.m. and can be driven

almost everywhere in top and o/d top, if optimum acceleration is sacrificed for minimum gear shifting, control of the transmission being then mainly a matter of using the long r.h. stalk which operates o/d, this functioning in third and top gear and reducing r.p.m. by approx. 600 in the highest ratio.

The twin-carburettor 74.7 x 76 mm. (1,998 c.c.) engine gives maximum power, 105 b.h.p., at a modest 5,300 r.p.m., can be taken 200 r.p.m. beyond this, but will poodle along in 30-limits at 1,400 r.p.m. and at an easy 4,700 r.p.m., using o/d, at the legal British maximum speed. Where the Vitesse has dated in respect of noisy running, pedals so offset that on initial acquaintance the brake was mistaken for the accelerator, a too-lively choppy ride, and not particularly comfortable separate non-reclining front seats.

Because the body is basically Herald, the interior is rather cramped, with restricted elbow room for the driver, who sits close to the roof and is conscious of a shallow windscreen. The wipers fail to wipe the o/s of the glass, to such an extent that in muddy weather visibility is seriously impaired, the right-hand side of the road being cut off on right-hand bends, unless one ducks the head, while pedestrians tend to loom up unseen in town driving. Lord Stokes of Leyland should drive a Vitesse under these conditions and then ask himself whether he is making an adequate contribution to road safety.

Visibility apart, the Vitesse has a very reasonable driving position, the leather-gaitered small steering wheel

low set, the oddly-protruding front wings providing a good guide-line, and controls, minor and major, being well positioned. The decor is polished walnut-veneered facia and door cappings and black PVC leathercloth upholstery and trim. The Jaeger instruments comprise well-calibrated speedometer and tachometer, a fuel gauge and a vague thermometer, but no oil gauge. Stalks, apart from that for o/d, control lamps and turn indicators, the latter rather short. The l.h. one, for lighting, after a facia switch has put on the lamps, sets them to side lamps, headlamps full-beam or headlamps dipped, another item which has not changed since the Herald was an exciting new car. About time it did, for apart from the danger of going on to side lamps when hurriedly trying to undip the headlamps, the sequence is unnatural, as I have emphasised before. There is a manual choke which gets the engine going with reasonable promptitude, a notchy heater-knob that needs the palm of the hand to push it in, a heat-direction knob and a single-speed fan. Convenient to the right hand, on the facia, is a big knob for single speed wipers and washers.

If the somewhat notchy gearbox with its nicely placed floor lever is stirred, very good acceleration is obtainable and top speed of this 'six-cylinder Herald' exceeds 100 m.p.h. by quite a few miles per hour. The revised rear suspension has improved handling, with initial understeer changing to oversteer, neither pronounced, but with a sense of insufficient front-wheel adhesion on slippery roads, in spite

of Goodyear G800 tyres. The wheels have a stylish trim. The rack-and-pinion steering works quite well, and although it asks 4 3/8-turns, lock to lock, what a lock it has! At the expense of excessive tyre scrub the Vitesse can turn inside a taxi, which is useful for U-turns on roads of average width and is splendid for parking. The Herald's collapsible telescopic steering column has been inherited, as has the fuel reserve control on the fuel tank which lives on the n/s of the boot and holds 8¾ gallons. The reserve lever is stiff to operate and gives a range of a mere eight miles—do the Triumph design-team really believe that, even in England, you find petrol stations spaced as frequently as this? As one has to vacate the car to use this reserve supply it borders on the ridiculous, especially as the electric fuel gauge is fairly accurate, pessimistic, and has a generous red segment. On the subject of petrol consumption, the Vitesse, for all its liveliness and vitesse, is most commendably economical. Very liberal employment of o/d gave me 29.2 m.p.g. of 4-star fuel (cr. 9¼-to-1), a tribute to the 3.12-to-1 o/d and the two Stromberg 150s. If the fuel gauge is watched, however, replenishment stops would be made roughly every 200 miles. As for oil, this averaged approx. 400 m.p.p. The whole bonnet opens forward, as on a Herald, to give first-class accessibility, at the expense of dirtying one's hands on the side catches. The washers' bottle can be quickly removed for refilling and the dip-stick accessible. The boot lid is self-supporting, but the boot capacity is not very large. Access to the back seat is by tipping up the front seats, which then

stay up. The "keeps" for the wide doors are ineffectual, the window-winders are placed low down, and flap-type door pockets are provided. The disc/drum brakes were adequate but on the test car an unpleasant noise, as of a loose shoe-mounting or a proud rivet, intruded when stopping, and the feel is somewhat spongy. The Vitesse has coat-hooks, rubber-tipped bumpers, reversing lamps, pile carpets, vanity mirror, roof and facia lamps, and four Lucas headlamps giving a good beam and a wide cut-off. A lockable cubby, scuttle map case and a shallow well on the transmission tunnel provide additional stowage space.

The test car had Stanpart safety-belts, a Radiomobile radio, and was on Bluecol anti-freeze. The heater will blow cool air into the two-door body, which has openable ¼-lights with "fireproof catches", but fixed side windows, but the handbook speaks of the need to open a window if the heater fan is in use, an admission that the body isn't vented.

I quite liked this compact 2-litre, but this did not overcome the impression that it has been on the market for a long time and must be regarded as an interim model while the Triumph engineers get out something fresh for British Leyland to sell. Meanwhile, those who like comparatively big engines in small cars can buy the Triumph Vitesse Mk. II for £951 as a saloon, for £999 as a convertible.—*W. B.*



Triumph Vitesse 1600 GT: The Triumph Vitesse 1600 GT prototype by Giovanni Michelotti.

From Carrozzeri Italiani.com

The Triumph Vitesse 1600 GT, conceived under the visionary design of Giovanni Michelotti, made its dazzling debut at the prestigious 1964 Geneva Motor Show. A collaborative masterpiece between the Turin-based design maestro and the renowned British automaker, this prototype exemplified a harmonious fusion of Italian flair and British engineering prowess. With Michelotti's creative genius at the helm, the Vitesse 1600 GT emerged as a testament to automotive innovation, boasting a distinctive feature that set it apart from its contemporaries: a partially transparent roof. This avant-garde design element not only elevated the aesthetic allure of the vehicle but also offered a unique glimpse into

the automotive future, captivating the imaginations of onlookers and enthusiasts alike.

The partnership between Michelotti's studio and Triumph was marked by a series of successful collaborations, each imbued with a shared commitment to pushing the boundaries of automotive design. Their synergy birthed iconic models that left an indelible mark on the industry, capturing the essence of style, performance, and innovation. As a testament to its enduring legacy, the Triumph Vitesse 1600 GT designed by Giovanni Michelotti remains a timeless symbol of automotive excellence, revered for its striking design, impeccable craftsmanship, and unwavering spirit of innovation. It stands as a testament to the power of collaboration, creativity and the pursuit of automotive perfection.



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Stick Shed Tour – May 3 and 4

A weekend away. Yeah.

By Graeme Oxley, TCCV member # 471

On Saturday 3 May, 15 TCCV members met at the BP Rockbank Service Centre. Before we departed, event organiser Stu Smith gave a briefing. We departed around 9.15am and headed to Beaufort for morning tea. The plan was to have morning tea and buy a picnic lunch to have at the Best Winery at Great Western which was around 60 kilometres away. This winery, founded in 1866, is one of the best kept secrets. This truly memorable place is housed in the original stables. Visitors can take a free self-guided tour of the underground cellars, which were hand-dug in the 1870s, and also view the original Nursery Block plantings, which are a significant piece of Australian wine history. Wine tasting was also available. Outside in the gardens were tables and chairs to eat our picnic lunch.

We headed off to Murtoa and the Stick Shed. It is awesome. The Murtoa Grain Store was constructed in 1941 as a solution for grain storage during the World War II wheat glut. There are 560 milled poles or sticks. The Shed is about 270 metres long, 60 metres wide and 19 metres high. It would house many, many Triumph cars. Capacity was 3,381,600 bushels. I am led to believe that was around 94,000 tonnes of grain. This Stick Shed is the last surviving shed. When we finished viewing it, Sue Burgess found a painted silo two minutes away. We formed a small convoy to visit it. We then headed towards the Magdala Motel in Stawell.

On the way back at Rupanyup was another painted silo so we stopped there for a few minutes.

We then headed off to the motel. Once everyone got their key it was off to the motel's restaurant where we had all booked in. The food was excellent. They even had bread and butter pudding with a couple of scoops of ice cream.

On Sunday morning we left for Ron Schneider's Vehicle Collection at Marnoo. What a collection of rusting vehicles on his farm. Ron is 82 and still races a Ford Pilot from the early 1950s. I have a list of his collection, which also includes a large collection of old military aircraft. He has a VIP Dakota that was at RAAF Base at East Sale when I was there from 1974 to 1979. I had even flown in it. He also had a Roulette Macchi that I had worked on when at Sale. He had listed 14 ex-RAAF aircraft. He also had tanks, one of which was a Centurion tank. He had lots of Commodores, Hillman Imps, Morris Minors and a V12 Jaguar sedan. There are too many vehicles to list. There was one Triumph there, but Ron didn't know the model or where it was. I looked for it but did not find it. We spent a bit over an hour there but could have stayed a lot longer.

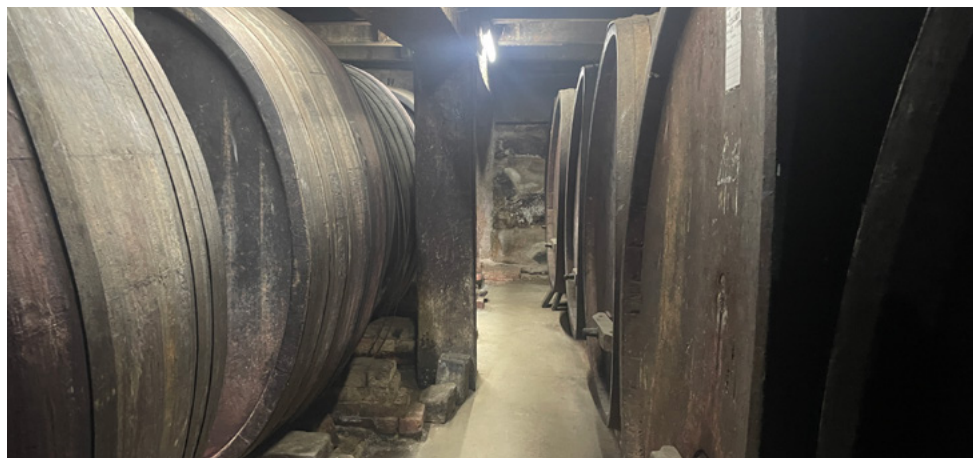
Chris and Sue Burgess led the way to Maryborough for lunch. We booked into the Park Hotel. A very good choice for a huge meal. We can highly recommend this hotel for a meal. They did have golden syrup dumplings – but not recommended. The TCCV had stopped there before.



When we finished lunch in the main street there was a car showroom with some GT Falcons and a Fairlane. We then headed towards home.

All up it was a relaxing weekend organised and led by Stu Smith in his gold TR7 convertible. We had new members, Andrew and Connie Donald, in their red TR6. Anthony Borg and Judith Warren attended in their yellow Stag, but unfortunately the Stag returned home on a truck.

Another weekend could prove to be popular.





The Cranbourne Royal Botanical Gardens

By Chris and Sue Burgess, TCCV member # 495

On 14 May we had lunch at the Cranbourne Royal Botanical Gardens with a group of 16 TCCV members. An enjoyable get together on a bright sunny day, ideal for a stroll through the gardens after a relaxed lunch.

The gardens are set out depicting various types of Australian environments and the types of flora found in them. These range from dry desert, scrubland, bushland, tropical and general garden types (suburban – city).

The gardens' facilities include an information centre, a gift shop and a restaurant with a good selection of food and drinks.

To assist people with mobility issues you can book the use of a wheelchair or a mobility scooter for free, or you can utilise the courtesy open air electric bus for a nominal fee. This allows everyone the opportunity to enjoy the gardens at their leisure.





MEMBERS' INFORMATION

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

A reminder to all our members that the mission of the Club is 'For the preservation of the Triumph marque'.

A key element of this is through sharing knowledge and experience amongst our members. This sharing can be done in various ways, such as meeting face-to-face at monthly meetings and events, and talking with others. It can also be by writing a short 'Tip' or 'Technique' for the *Trumpet* magazine that you have applied to keep your Triumph car running, maybe sourcing alternative parts, etc.

Do what you can to ensure that we continue to preserve the Triumph marque.

We hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area.

If technical or originality help is required, contact the Club's Car Advisor for your vehicle model (see the TCCV website in the Members Only section for details).

Club Membership

Out total membership as at 31 May stands at 260.

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-iframe.php>) if any changes are needed.

Membership Renewals

Note that Membership Renewal Notices were **emailed** out at the **beginning of May**. If you have not received the notice, contact me at membership@tccv.net as soon as possible. A new feature for this year is the generation of automatic virtual receipts which are emailed following notification that membership renewal fees have been paid. Keep these email receipts so that you can check later on in case you are unsure if you have actually paid or not.

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

TCCV Membership

\$50.00 Annual Membership.

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

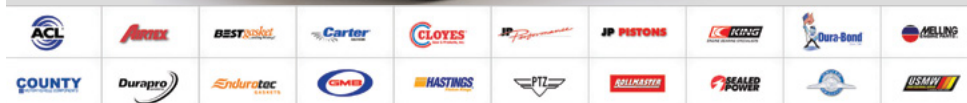
Additional membership information, including an application form, can be downloaded from the club website.

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