

The TRIUMPH

December 2025



# TRUMPET

The Triumph Car Club of Victoria Online Magazine



TRIUMPH TR3, TR3A & TR3B





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## The Triumph Trumpet February 2026

Perhaps the most interesting and certainly the rarest of all of the TR production cars is the TR5, with only 2,947 cars built. The most significant change from the TR4 was the introduction of a 6 cylinder 2.5 litre fuel injected engine that boasted an impressive 150 bhp that could propel the car from 0–50 mph (80 km/hr) in just over six seconds and a top speed of just under 120 mph (200 km/hr).

Today the TR5 remains the most sought after and collectable of the TR series cars.

If you have a TR5 you would like us to feature in the February 2026 edition of the *Trumpet*, let us know – [editor@tccv.net](mailto:editor@tccv.net)

*Opposite:  
Photograph of original TR5 sales brochure.  
Provided by Keith Brown, TCCV member #860.*

### The New TR5 PI

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Top speed 125 mph (U.K. specification) 0–50 in 6.5 secs. Standing ¼ mile in 16.5 secs.







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Syd Gallagher †	John Seeley †
Roger McCowan	Peter Welten
Graeme Oxley	Lionel Westley †
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Credit : Cover photography © Brooks Classics

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## EDITOR'S NOTE

Producing this magazine bi-monthly seems to make time go faster! Christmas was months away when we were putting the last magazine together, and now it's here.

This edition of the *Trumpet* has a focus on all the TR3s, with a glowing report on its performance by a 1958 US magazine, *Car and Driver*. If it was 1958 and I had the money I would definitely buy one.

There have been quite a few events over the past couple of months. Thanks to Alan Andrews and Graeme Oxley for their reports on the Bay to Birdwood Rally; Alan for his article about his journey to South Australia; Dave Harden for his story about the Point Nepean Heritage Motorshow and Alan for all his many photographs of that event; and to Peter Welten for his coverage of the Tri State Riverland Rally.

Alan Andrews has also outlined the process of addressing some issues with his Stag's soft top roof frame, as well as summarising a very interesting report about the UK's Driver and Vehicle Licensing Authority (DVLA) latest approach to reflect current restoration practices, new technologies and the evolving needs of enthusiasts and

professionals. He also looks at converting classic cars to EVs and provides a list of some Australian companies that are doing just that. The future is happening!

Thanks to all of you who have provided input into all the *Trumpet* editions during 2025. Hopefully 2026 will provide many opportunities for others to become involved with tips, suggestions and articles. Keep them coming!

Wishing you all a very happy and safe Christmas and a wonderful new year.

### Current Advertising Rates

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## PRESIDENT'S RAMBLE

*By Tony Cappadona, TCCV member #662*



Dear Members and Triumph enthusiasts. Firstly, seasons greetings to you all. I have been away for the best part of the last month, so I'm a bit out of touch. However, the Triumph Telegraph functions very well so I have been kept up to date to some extent.

Denise presented her USA trip at the November meeting: congratulations to Denise for the awards she won at the Triumph events she participated in.

The October Tri State event organised by the South Australia Stag Club was a very well organised and successful with some novel ideas like having a bus available to move people around. There were 64 participants including 19 Stags. I will take the opportunity to mention that next year is the 20-year anniversary of the combined event – it will be organised by the TCCV and the planning has already begun thanks to Graeme Oxley and Peter Welten.

Ron Richardson organised a run in the west on 29 November. Members asked for more activities in the west and we heard you, but it was disappointing that nobody from the TCCV attended the event.

The club's Christmas party will be held on 14 December at the Manningham Hotel, with lunch being subsidised by the club.

We have 42 people registered to attend but we would be happy with more, so if you are thinking of coming please register now so that we can give final numbers to Manningham.

We have our New Year's Day lunch organised at the Paradise Hotel. So far only 13 people have registered, which is well down on previous years. Again, if you are thinking of coming please register by 27 December as we need to have final numbers to the hotel well before the day. If we over book they will charge us for people who don't attend.

Our first general meeting next year will be on 21 January. We will have a guest speaker who is Jon Field from Paintless Dent Removal. By then, Jon will have done some work on Graeme Oxley's Stag so we will be able to get some feedback from Graeme as well.

That's all from me for this month, I wish you all a very merry Christmas and a happy and safe 2026.

Looking forward to seeing you at an event or meeting.

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1957 Triumph TR3 ©classic.com

## TRIUMPH TR3

*From Wikipedia*

The Triumph TR3 is a British sports car produced from 1955 to 1962 by the Standard Motor Company of Coventry, England. A traditional open two-seater, the TR3 is an evolution of the company's earlier TR2 model, with greater power and improved braking. Updated variants, popularly but unofficially known as the "TR3A" and "TR3B", entered production in 1957 and 1962 respectively. The TR3 was succeeded by the mechanically similar, Michelotti-styled Triumph TR4.

The rugged 'sidescreen' TR, so named for its use of removable plexiglass side curtains, was a sales and motorsport success. With approximately 74,800 TR3s sold across all variants, the model was the company's third best seller in the TR range, behind the TR7 (111,500 units) and TR6 (94,500 units) models.

### TR3 (1955–1957)

Although the base car is an open two-seater, an occasional rear seat and bolt-on steel hard top were available as extras.

The TR3 is powered by a 1,991 cc (121.5 cu in) Standard wet liner engine. This OHV straight-four initially produced 95 bhp (71 kW; 96 PS), an increase of 5

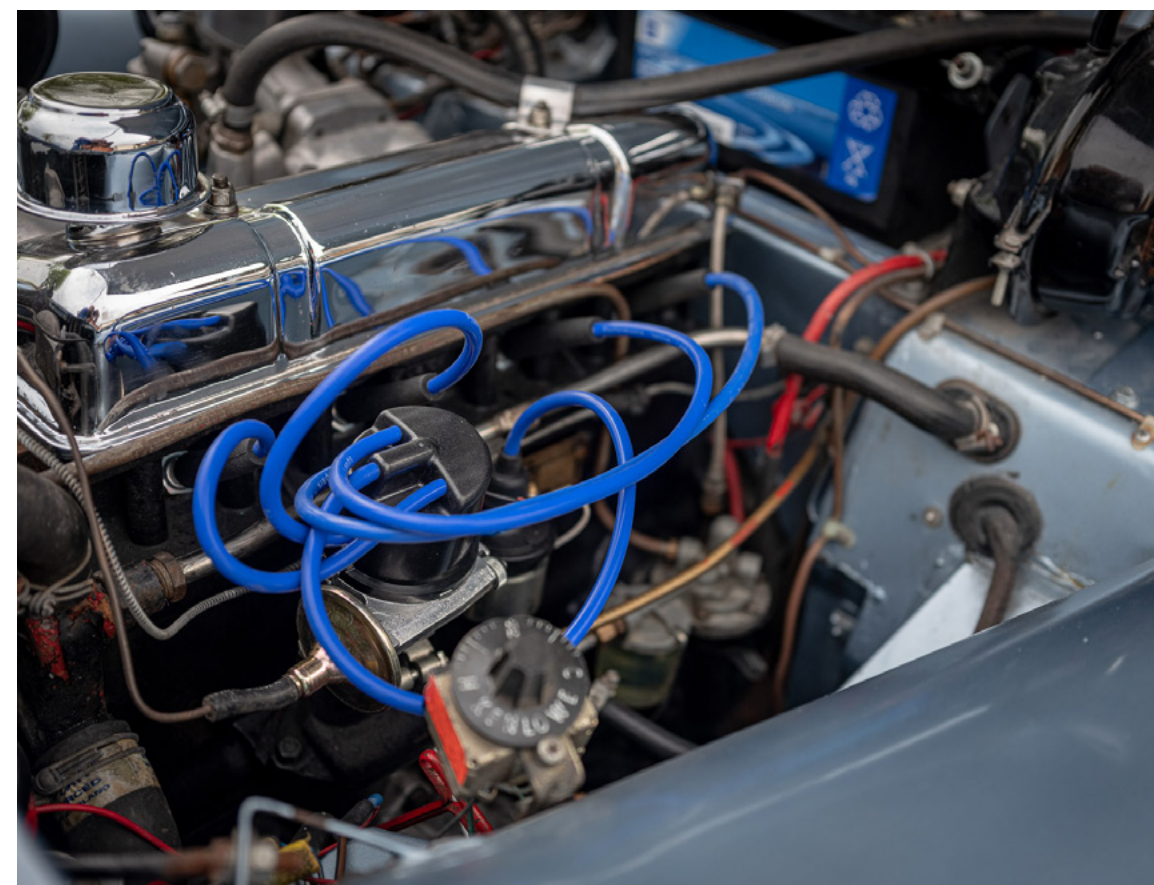
hp over the TR2 thanks to larger SU H6 carburettors. This was later increased to 100 bhp at 5000 rpm by the addition of a "high port" cylinder head and enlarged manifold. The four-speed manual gearbox could be supplemented by an electrically engaged overdrive, controlled by a switch on the dashboard. In 1956, the front brakes were changed from drums to discs, a first for a British series production car

Front suspension is by double wishbones, manganese bronze trunnions, coil springs and telescopic dampers, with an optional anti-roll bar.

Steering is a worm and peg system. Unlike MGs of the same period, the steering mechanism and linkage have considerable play and friction, which increase with wear.

The rear suspension comprises leaf springs, a beam axle and lever arm dampers. The (box) frame rails are slung under the axle. Wheels are 15 inches in diameter and 4.5 inches wide (increased from 4 inches after the first few TR2s), with 48-spoke wire wheels optional. Wire wheels were usually painted, either body colour or argent (silver), but matte chrome and bright chrome were also available.





Under most conditions the car is responsive and forgiving, but it has some handling issues. The chassis, which is shared by the TR2, TR3, TR3A, TR3B and TR4, has limited wheel travel. As a result, on very hard cornering, the inside rear wheel can lift, causing sudden oversteer due to the increased load on the outside rear tyre. This is particularly true with radial tyres; the original TR2/3/3A suspension was built for crossply tyres. The wheel lifting is more sudden than that of other cars, because it is caused by coming to the end of the suspension travel while there is still load on the tyre, so the load on the other (outside) rear wheel is a discontinuous function of cornering load, rather than just changing slope.

The TR3 is designed for sunny weather, but with removable rain protection. It has a convertible hood that snaps on and off and removable side curtains, allowing very low doors with padding for the driver's arm to rest on. There are holes in the floor, with rubber plugs, so that the originally supplied jack might be used from inside the car, as in the Jaguar XK120. The optional heater is poor, and the shut-off valve is under the bonnet.

Some 13,377 examples of the original "pre-facelift" TR3 were produced, of which 1,286 were sold within the UK;

the rest were exported, mainly to the United States. As of Q1 2011 there were approximately 826 licenced and 115 SORN TR3/3As registered with the Driver & Vehicle Licencing Agency (DVLA).

### Specifications

**Production period** – October 1955 to Summer 1957

**Original price** (basic model) – £950

**Suspension** – Front: independent by unequal-length double wishbones, coil springs and telescopic dampers. Rear: live axle, half-elliptic springs, lever arm dampers.

**Brakes** – First 4,408 models (1955–56): 10-inch (254 mm) drums all around. Remaining 9,000 (1956–57): front discs; rear drums.

**Factory options** – Triumph offered a wide range of options and accessories for both the competition-minded owner and those simply wishing to personalise their vehicle. While many of these items were factory fitments, local dealers supplied some as well.

Among these were: overdrive, 48-spoke wire wheels, steel hardtop kit (part No. 900711), occasional rear seat (No. 801264), push-button radio, interior heater, leather upholstery, windscreen washer (No. 553729), cast aluminium





Triumph “TR3A” / ©bhauktion.com

sump (No. 502126), aluminium ‘Al-fin’ brake drums (No. 202267 or No. 301590 (9 and 10-inch respectively)), spot and fog lamps (Nos. 501703, 501702), and a continental touring kit (No. 502022, spares for travels in remote regions).

Performance

British auto magazine ‘The Motor’ tested a hardtop TR3 with overdrive in 1956. The car returned a top speed of 105.3 mph (169.5 km/h) and could accelerate from 0–60 mph (97 km/h) in 10.8 seconds. A fuel consumption of 27.1 miles per imperial gallon (10.4 L/100 km; 22.6 mpg US) was recorded. The test car cost £1,103 including taxes.

Other figures recorded included:

Speed

0–30 mph (48 km/h)	3.6 s
0–50 mph (80 km/h)	7.5 s
0–60 mph (97 km/h)	10.8 s
0–90 mph (140 km/h)	28.8 s

Distance

Standing 1/4 mile	18.1 s
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TR3A (1957–1962)

In 1957 the TR3 was updated, and this revised model was commonly referred to as the Triumph “TR3A”. The cars were still badged as TR3s and the TR3A name

was not used officially, as is evident from contemporary sales brochures. Changes included a new full-width front grille, exterior door handles, and a lockable boot handle. The previously optional full tool kit became standard equipment. The TR3A carried over the standard front disc brakes introduced on later TR3s. The car was known for its superior braking ability, making it an autocross favourite.

In 1959 other changes were made to the car, including raised stampings under the bonnet and boot hinges, and under the door handles, as well as a redesigned rear floor section. In addition, the windscreen was attached with bolts rather than the Dzus fasteners used on the early “A” models. This year new options included a 2138 cc engine and 60-spoke wire wheels.

Although the facelifted TR3 is often referred to as the TR3A, it is badged as “Triumph TR3”.

The TR3A was built between 1957 and 1962. Total production was 58,236 cars, making it the third best-selling TR in its own right. The TR3A was so successful that the original panel press tooling wore out and had to be replaced. It is estimated that only 9,500 of the original 58,000 built survive today.





Triumph "TR3B" ©Brooks Classics

The TR3A" is often seen in vintage and production racing today. Despite being over 50 years old, it is still competitive in Sports Car Club of America (SCCA) E-production class.

In June 1977, 'Road & Track' magazine published an article titled "Driving Impressions: TR3A & TR250" in its 30th anniversary issue. For the "TR3A" it reported a 0–60 mph (97 km/h) time of 12.0 seconds, power output of 100 bhp (75 kW) at 4800 rpm, observed kerb weight of 2,090 lb (950 kg) and fuel consumption of 28 miles per imperial gallon (10 L/100 km; 23 mpg US).

### Triumph "TR3B"

"TR3B" is the unofficial name given to the final version of the Triumph TR3, which was produced in 1962. It was sold concurrently with the TR4, which started production in 1961. The TR3B was a special short-production run in response to dealer concerns that the buying public might not welcome the TR4.

The appearance of most TR3Bs is identical to that of the late US-model TR3A, with the same wider headlamp rims, wider grille and door handles. Two series of this version were made. Five hundred and thirty cars with a commission number preceded by TSF were produced, 29 of which were built

as Triumph Italias. Two thousand, eight hundred and four cars were produced with commission numbers preceded by TCF. Both series were partly produced in parallel. The TSF cars, like the last run of TR3As, have a 1991 cc engine and a transmission with no synchroniser on first gear. The TCF series has a fully synchronised transmission and a 2138 cc version of the Standard wet-liner engine with a 9:1 compression ratio. Fitted with two SU H6 carburettors, it makes 105 hp (78 kW) at 4,650 rpm and 172 N·m (127 lbf·ft) of torque at 3,350 rpm. It gets between 20 and 30 miles per US gallon (11.8 and 7.8 L/100 km; 24 and 36 mpg imp). Top speed is limited to about 110 mph (177 km/h) by the gear ratio, unless fitted with an overdrive unit. An electrically operated Laycock de Normanville Type A overdrive, operating on second, third, and fourth gears, was offered as an option. The car weighs 2,137 lb (969 kg).

### Prototypes, Specials and others

#### TR3 Speciale

After being introduced to Giovanni Michelotti, Triumph managing director Alick Dick invited the Italian designer to produce a concept car for the British company. Michelotti responded with the



Technical data

Characteristics	“TR3”	“TR3A”	“TR3B”
Years	October 1955 – Summer	19571957 – 1962	1962
Engine	All - Standard wet liner inline-four engine		
Bore x Stroke	83 mm x 92 mm	83 mm x 92 mm	86 mm x 92 m
	(3.27 in x 3.62 in)	(3.27 in x 3.62 in)	(3.39 in x 3.62 in)
Displacement	1,991 cc (121.5 cu in)	1,991 cc (121.5 cu in)	2,138 cc (130.5 cu in)
Compression	8.5:1	8.5:1	9.0:1
Max. power	95 hp (71 kW) at 4600 rpm (early)	100 hp (75 kW)	105 hp (78 kW)
	100 hp (75 kW) (late)		
Max. torque	159 N·m (117 lb·ft) at 3000 rpm	n/a	n/a
Valvetrain	All – Chain-driven cam-in-block, pushrods and rocker arms, 2 overhead valves per cylinder		
Cooling	Water cooling		
Induction	All - 2 side-draught SU H6 carburettors		
Gearbox	4-speed manual,	4-speed manual,	4-speed manual,
	unsynchronised first gear	unsynchronised first gear	fully synchronised
	Optional overdrive	Optional overdrive	Optional overdrive
Front suspension	All – Upper and lower wishbones, coil springs, telescopic dampers, anti-roll bar		
Rear suspension	All – Beam axle on semi-elliptic leaf springs, lever-arm dampers		
Body and chassis	All – Steel body on separate steel ladder chassis with cruciform bracing		
Steering	All – Bishop cam		
Front brakes	10 in (250 mm)	Disc brakes	Disc brakes
	Lockheed drums (early)	Girling calipers	Girling calipers
	Girling discs (late)		
Rear brakes	10 in (250 mm)	10 in (250 mm)	9 in (230 mm)
	Lockheed drums	Lockheed drums (early)	Girling drums
		9 in (230 mm)	
Wheelbase		Girling drums (late)	
		88 in (2,235 mm)	
		All – 45/451/2 in (1,143/1,156 mm)	
Track front/rear			
Tyres front/rear		All – 5.50-15 / 5.50-15	
Length	149 in (3,785 mm)	151 in (3,835 mm)	151 in (3,835 mm)
Width		All – 551/2 in (1,410 mm)	
Height		All – 50 in (1,270 mm)	
Kerb weight	19 long cwt 2 qr	2,090 lb (948 kg)	2,137 lb (969 kg)
	(2,180 lb or 990 kg)		
Top speed	103 mph (166 km/h)	105 mph (169 km/h)	108 mph (174 km/h)

Triumph TR3 Speciale, also called the “TR Dream Car”.

Built by Vignale on an unmodified TR3 chassis, Michelotti’s TR Dream Car incorporated many styling cues from contemporary American practice, including tailfins, a full width grille, lidded headlamps in the tops of the front wings, and a two-tone paint treatment. The TR3 Speciale debuted at the Geneva International Motor Show in March 1957. Triumph deemed the car too expensive to put into production, but did give the job of designing the new Triumph Herald to Michelotti.

TR3 Beta

The TR3 Beta is a prototype of a modified version of the TR3 with wider than standard front and rear tracks, revised mechanicals and modified bodywork, with wider front and rear wings. The project is mentioned several times in the minutes of the meeting of the Standard-Triumph board on 19 September 1960. Different reasons have been mooted to explain why Triumph created the TR3 Beta. One holds that the Beta predated production of the TR4 chassis, and was solely an attempt to improve the handling of the TR3, with the TR4 a beneficiary of the work done on the Beta. Another points out that work on the TR4

was already underway by 1960, when the Beta project was being discussed. Yet another suggests that the Beta project was begun because Triumph lacked the financial resources needed to tool up to produce the new TR4 body.

The team that produced the Beta was headed by Ray Bates. Work started on the car at Triumph’s Capmartin Road (aka Radford) plant, and was later transferred back to their Fletchamstead North site. Team member Ray Henderson took chassis X693, cut it in half lengthwise and widened the chassis. Bates then engineered changes to allow the wider chassis to be built with existing tooling.

The car was designated as a TR3B and just two examples were built; the Black Beta and the Red Beta.

In addition to its wider chassis and modified bodywork, the TR3 Beta shared its fully synchronised gearbox, rack-and-pinion steering, and larger engine with the TR4. By late in the project the Beta had also received a new grille and grille surround, wraparound rear bumpers and tall stone guards. Use of the Triumph Sabrina engine had been considered for the car.

After becoming part of Leyland Motors, the TR4 body shell tooling was funded





1960 Triumph TR3 in pit lane ©Wikipedia

by the new parent company. Work on the Beta was stopped.

As of this writing, one of the Beta prototypes is owned by Neil Revington and is undergoing a restoration.

### **Motorsports**

The TR3 was campaigned in races, hill climbs, and rallies across Europe and North America, with several outright, team and class victories to its credit.

After the 1955 Le Mans disaster, the French government moved to restrict motorsports to road rallying, then little more than long distance road racing. In response, Triumph competition manager Ken Richardson had steel hard tops bolted to 100 TR3s, homologating the new sports car as a “grand touring” coupé, the GT class still permitted to race on French public roadways. A ‘grand touring kit’ was made available to customers as an optional extra (part No. 554313).

TR3s were campaigned in the RAC, Monte Carlo, Circuit of Ireland, Alpine, Liege-Rome-Liege, International Tulip, Scheveningen-Luxembourg, Tour de France, Douze Heures de Huy, Lyon-Charbonnieres, Acropolis, Chimay National, and Corsica rallies, among others, achieving numerous outright, team and class victories including six

“Coupes des Alpes” awards. With its robust engine and rugged reliability, the TR was a popular competitor in continental hill climbs, such as the Ollon Villars and Eberbach Bergrennen, and endurance races like the 12 Hours of Sebring and the Mille Miglia.

At the 1959 24 Hours of Le Mans, three extensively modified TR3s, referred to as ‘TR3S’ models, were run. Resembling the production TR3, the Le Mans cars employed glass fibre body shells, were six inches longer than the production vehicle and were powered by the prototype 1,985 cc (121.1 cu in) Triumph Sabrina engine. The Jopp/Stoop TR3S ran as high as seventh place overall before being forced to retire due to mechanical difficulties with just over an hour remaining in the race.





## Triumph TR3A Works Rally Car, an Aussie connection

These photos show the TR3A Works Rally Car at the start of the '1958 Tour de France Automobile', driven by Australians, **David McKay** and **David Lewin**, hence the '*Australie*' graphic on the bonnet. Sadly, they crashed out!







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## 1958 U.S. TR3 REVIEW

*From the March 1958 Issue of Car and Driver*

Seldom, if ever, remembering back over the last few years, have we ever met a man who bought a TR2 or a TR3 and regretted the purchase. We well remember the first time back in '54 when we climbed into a test TR2, one of the very first in this country. After a day with the car we were left wondering how they could bolt together that much car for so little money – it was one of those few cars that one is actually reluctant to clamber out of. Now, four years, loads of test miles and two models later we still get the same feeling – even more so. For sheer fun driving, the TR3 for '58 is hard to beat regardless of price.

The paramount changes in this model are in styling. The new latticed grille opening is recessed into a suggested snout-effect, a la Ferrari. The headlight bulges are smaller, and are also incorporated into the theme of the car, and of course are sealed beams. Across the hood the name is spelled out in large (but not too large) letters. A fuller and sturdier bumper spans the front, protecting the headlights and fenders as well as the grille. The appearance is a lot smoother because of these changes.

The TR3 supplied us by Standard-Triumph Motor Company was not a super-tuned cream puff. Service manager Peter Snow felt that the best way to evaluate a Triumph is to test the one that the next customer would have bought, so he just drove one out and gave it to us. This one is now a demonstrator.

But drive it we did! When we picked up the car, the odometer read 35 miles. Before making performance runs, or road tests of any kind, we just drove, putting over 2,000 miles on the car in two weeks. This mileage ranged from close New York City traffic to ranging up to Belleayre Mountain on the Thruway for a week-end of skiing. The car behaved no matter what we did to it, averaged 26 mpg for the first thousand, and is now delivering in the order of 28 mpg. Unquestionably it will keep getting better. So far we've added no oil.

The engine, as well as the gearing and other mechanical components, is identical to last year's Triumph engine, exactly – right down to the last bolt. There is plenty of power, even around 2,000 revs, but the engine likes to go over the 3,000 mark. This is the zone, 3,000 to 4,500, where you really move out when you punch the throttle.



The gear box on our new car was tight, but by the end of 2,000 miles it slipped easily from gear to gear. The hydraulically-operated clutch is easy to work, gradually engaging and positive when it pops in. But the short gear shift lever is perhaps the nicest feature in this department: we changed gears by reaching out and taking hold of the rubber dust cover on the stick and changed gear slots by moving just the thumb. It's as easy as that.

Acceleration can be neck snapping if you want it to be: on the other hand the smooth-engaging clutch and good torque characteristics at the low end permit gentle take-offs, too. Two thousand revs is 40 mph in fourth, but this same 2,000 is plenty to get you off the mark, if you want smoothness and aren't in a hurry.

The brakes leave absolutely nothing to be desired. We made more than 10 consecutive stops from 60 miles per hour – hard stops with just enough pressure to keep from locking the wheels. The adjustment of the rear (drum) brakes was faulty, and despite the fact that on every stop the right-rear wheel locked, our gauge reading was in the order of 2/3 g, or approximately 70% efficiency on every stop. Apparently disc brakes of this type and size are able to do most all of

the stopping. It is interesting to ponder, however, how we would have stopped if the brakes had been adjusted perfectly! The brakes felt as good when we finished as they did when we started.



From the moment you slip into the deep slant of this bucket seat, you're in intimate touch with new driving excitement... even if your sports car experience is but a few miles long. Surrounded by a dazzling display of controls and instrumentation, enjoying leg room to spare, the steering wheel just where you want it... this is a car after your own heart. And the feeling is mutual.

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*\$2625. plus tax and license at U.S. ports of entry. (Slightly higher West Coast ports.) Wire wheels, hard-top, rear seat and overdrive optional extra*

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BRAKES: *Disc brakes on front wheels\**  
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OUTPUT: 100 BHP  
ACCELERATION: 0-50 in 8 sec.  
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\*A Triumph-plus... as standard equipment.

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## Motor Vehicle Evolution

By Alan Andrews, TCCV member #572

An article in August's UK edition of *Practical Classics* was brought to my attention by fellow TCCV member, Dave Harden, while we both were 'tweaking' my Stag's soft-top frame. After dinner at his place that evening, he kindly loaned me the magazine.

*Heritage Matters*, a conference to discuss the future of classic car ownership in the UK, was held at Bicester, Oxfordshire. The Historic & Classic Vehicle Alliance (HCVA) invited classic-car world aficionados and government officials to attend. The host, UK TV personality Paul Cowland, steered the group as they discussed topics ranging from encouraging younger people into classic car ownership to legislation around sustainable liquid fuels.

Tim Moss, newly appointed Chief Executive of the UK Government's Driver and Vehicle Licensing Agency (DVLA), made this statement:

"I want the DVLA to be a partner with you [HCVA] in preserving the past while preparing for the future, and this means supporting innovation with how we deliver services while safeguarding the traditions that make British motoring so special".

Following years of advocacy by the HCVA and a public consultation that drew over 1,350 responses, the DVLA has modernised its approach, as below, to reflect current restoration practices, new technologies, and the evolving needs of enthusiasts and professionals like you.

Key DVLA Policy Changes  
(Source: Moss-Europe website:

<https://www.moss-europe.co.uk/en-gb/dvla-policy-changes-for-classic-car-enthusiasts>):

### 1. Like-for-Like Repairs and Restorations

- a. Owners undertaking like-for-like repairs, such as replacing body panels, engines, or components with identical originals, no longer need to notify the DVLA, provided:
  - The vehicle's appearance remains consistent with its original manufacture.
  - No changes are made to the V5C logbook (e.g., colour, body type, engine capacity).
- b. This means routine restorations can proceed without triggering inspections or risking registration suspension, allowing you to focus on preserving your vehicle without unnecessary bureaucracy.

### 2. Retaining Identity After Significant Modifications

- a. Vehicles that have undergone significant structural modifications, including chassis alterations, non-standard bodywork, or drivetrain swaps, can now retain their original Vehicle Identification Number (VIN) and registration number.
- b. Owners must notify the DVLA of these changes, which will be recorded with a 'modified' marker on the V5C. This preserves the vehicle's traceability and heritage while embracing innovation.
- c. Examples of qualifying modifications include:
  - Reinforced or altered chassis
  - Non-standard bodywork
  - Drivetrain swaps
- d. The DVLA encourages documentation (photos, invoices, summaries of work) to support the notification process. Processing times may vary, so check GOV.UK for details.

### 3. Electric Vehicle (EV) Conversions

- a. EV conversions are specifically supported under the new guidance. Converted vehicles can retain their original VIN and registration number, provided the DVLA is notified. Vehicles



over 40 years old may also qualify for existing historic vehicle tax exemptions, subject to DVLA approval.

**Broader Impact on the classic car community**

These reforms replace outdated rules from the 1980s that often led to registration issues, including the dreaded Q-plates. They are a win for the UK’s classic vehicle sector, which supports over 100,000 jobs and contributes up to £18 billion to the economy.”

Back home in Victoria, owning a classic car is subject to VicRoads’ rules, many of which are mirrored in the UK. Looking deep into the future, when fossil fuels run out, where will classic cars be at that time? Today’s classic cars may be long gone I expect, living on only in museums, but I wonder if converting to “flux capacitor drive” will be the flavour of the era and supersede the EV conversions available today?

Can a classic car, registered under current CPS rules, undergo an EV conversion and retain its CPS registration? They can in the UK. But what about Victoria? Our Club Permit Secretary is waiting on VicRoads’ reply. Will there be more to it than getting the work ‘Approved’ by a VicRoads licenced authority who issues the necessary Engineering Certificate,

and the car registered as ‘Modified’? Watch this space.

Several companies in Australia can convert current classics to EVs. A company advertised a ‘parts supply’ price of \$40,000 for a <100HP conversion, more, for greater performance and range. Installation could take between 40 and 55 hours – another big wedge of cash.

Will it become inevitable that to keep our classics on the road such conversions be entertained by current or future owners?

**A Selection of Australian Companies that Convert Classic Cars to Electric**

Australia has several companies specializing in converting classic cars to electric vehicles. Here are some:

- **Superformance:** A custom car builder in Brisbane, known for its high-quality electric car conversions for classic and vintage vehicles. They offer a “no corners cut” approach and have a track record of over 40 years in custom car building.

**Brisbane, Qld**

- **Australian Electric Vehicle Specialists (AUVS):** They provide a range of electric vehicle conversion kits for a variety of classic cars, starting from as little as \$46,000. Their kits are designed to be simple to install and offer a range of options for different vehicles.

**Newcastle, NSW**

- **Electric Dream Machine (EDM):** A team of electric vehicle enthusiasts, mechanics, designers, and engineers who focus on converting classic cars into electric vehicles while preserving their classic looks and style. Byron Bay, NSW

- **Finch Restorations:** They have partnered with Electrogenic to offer electric vehicle conversion kits tailored for classic cars, ensuring a ‘drop-in’ and reversible conversion process.

**Adelaide, SA**

- **Iconic EV:** They specialize in converting vintage pre-1996 vehicles to electric power using Tesla technology, optimizing performance and enhancing aesthetics.

**Sydney, NSW**

- **Jaunt:** A company that re-engineers and rebuilds iconic cars into electric vehicles, focusing on safety, handling, comfort, usability, and performance.

**Melbourne, Victoria**

It is said that such companies offer a range of services and products to help classic car owners transition to electric vehicles while preserving the unique character of their vehicles.

I remember when Japanese cars were first exported to New Zealand. Overnight

it seemed, British cars lost their popularity, became practically worthless resulting in many being left in fields to rust away. Governments worldwide are pushing for net-zero emissions, attacking diesel vehicles, 4WDs, and older cars (our classics), and providing financial and other incentives to buy Electric. EV owners do not pay “Petrol Tax” but may be hit with “Mileage Tax”, so it is not all beer and skittles.

Modern liquid fuel cars have computerised engine management systems. My classic does not. In the future it may be difficult to find experienced mechanics to maintain our classics. Will, or do, motor mechanic apprenticeships offer training on vehicles they cannot plug a laptop into? If they do, for how much longer?

The future is a mixed bag for classic car ownership. It may not be our problem, but that of future generations. But is that not just ‘Motor Vehicle Evolution’.

What are your thoughts? Our Editor wants your article: [editor@tccv.net](mailto:editor@tccv.net)





# Watching the Bay to Birdwood: A Timeless Parade of Classic Cars

By Alan Andrews, TCCV member #572

There's something uniquely magical about standing on a crisp spring morning, a steaming coffee from the café across the road in hand (thanks David), as the unmistakable growl of classic engines pass by. Each year, thousands flock to the roadside to witness the Bay to Birdwood, one of the world's great historic motoring events. Whether you're a die-hard petrolhead, a casual car lover, or just seeking a taste of South Australian

culture, watching these motoring icons roll by is an experience like no other. The Bay to Birdwood is an annual event held in South Australia, where hundreds of vintage, veteran, and classic vehicles parade from West Beach (the 'Bay') to the National Motor Museum in Birdwood. Since its inception in 1980, the event has grown to become a beloved fixture on the local calendar, drawing participants and spectators from all over Australia and beyond. For many, the true joy of the Bay to Birdwood isn't in the driving, but in the watching. Whole families, groups of friends, and car clubs line the route,

camping out on footpaths, setting up picnic chairs and eskies, and waving to the drivers as they pass. The atmosphere is festive, with people sharing stories, snapping photos, and admiring the dazzling array of vehicles, from gleaming Triumphs and other British classic to quirky Citroëns, rare American muscle cars, even huge prime movers. And so it was on Sunday 19 October as my mate Trevor and I met up with members of the South Australian Stag Owners Group (SOG) on Greenhill Road near the park. Overcast conditions kept the predicted temperature down and spirits up. David and Jenny joined us on

the roadside. His GoPro was put to work recording the passing parade. Look for YouTube links. Denise went by. Waving; cheering. I missed the photo. Sorry Denise. A regiment of other TRs went by. The day before they had all been at Hahndorf for the TR Register National Concours. Graeme went by. Got his photo. Apparently his was the only Stag registered to enter the event. Others joined enroute. The last classic drove by around 11am. Then off to the hotel at Charleston in the Adelaide Hills for lunch. Topped the day off perfectly. The SOG members





TCCV member Graeme Oxley

are excellent company. Roll on Berri with more friends from Canberra next weekend!

Watching the Bay to Birdwood is a feast for the senses. The air is alive with the chug of Model Ts, the purr of classic Triumphs and the occasional honk from a brightly decorated Kombi. The sunlight glints off chrome bumpers and wire wheels, remnants of yesteryear car design.

For many, the Bay to Birdwood is a cherished tradition that brings people together and keeps the stories of old motoring alive for future generations. But for me, as well as that, it's a walk



A local Herald

down memory lane, rekindling memories of cars my dad owned both here in Australia and back in England. Maybe TCCV might join the convoy, or crowd, en masse one year.



The original Singer







TCCV member Graeme Oxley

## More on the Bay to Birdwood Rally

*By Graeme Oxley, TCV member #471*

This year I went in the 2025 Bay to Birdwood Rally.

On 16 October at 9am I met up with TCCV members Al and Joan Andrews in their Triumph Stag at the Ballan service centre.

I was in my Magenta Stag. We headed towards Horsham for lunch at Conways Bakery/Café.

Next minute members of the TR Register arrived. Conways is well worth remembering. We stayed there around an hour before heading to Border Town where there is a park that has only white kangaroos.

From there we drove to Keith to our Motor Inn motel. There were a lot of other Triumphs there from NSW. I would highly recommend this motel. The only hotel, a short walk away, was a nice place to eat. Even got a free sticky date pudding.

The next morning it was off to Adelaide. I stayed with ex-military friends. Better than a motel, also cheaper.

The next day it was cleaning the Stag for the Bay to Birdwood.

Sunday I was up early to get to the 8am start point at Glenelg with 1,500 other classic cars. It was slow getting in – just too many cars and only one entrance. My friend had a 1924 Dodge and his brother had a 1975 Toyota Corona. Clive also had Kingswood V8 Premier which over-heated getting into the start point. The older cars left even earlier as it does get a lot hillier near the Motor Museum. The TR Register, with a whole heap of 1950s side screen cars, were flagged off after the veteran cars. It was quite a spectacle at the start point and the quality of cars was very good.

Soon it was my turn to leave. I was able to follow my ex-RAAF mate (from the early 70s) in his Corona. It was around 66 km to the Birdwood Motor Museum but took us 2.5 hours to get there. Having a manual Stag it was hard going as the clutch is very heavy. It was estimated 150,000 people lined the route. They were waving, drinking, having BBQs. The atmosphere was unbelievable. That was part of the build-up to the drive. Quite a few cars boiled. The temperature gauge on the Stag didn't get above halfway, thanks to a Davies Craig Electric Water Pump. My left knee certainly got a workout on the clutch.

Once into the Museum car park with 1,500 other cars it was more relaxing. In front of the Museum the Fashions on the Field competition was being judged. There was also a food court which was welcome.

Entry to the Museum on the day was free. The Museum was only just OK. Too many Holdens. Nothing special in there.

Cars were not allowed to leave until until 2.30pm30. Our group left at 3pm. We went a different way back via Hahndorf and onto the three-lane freeway. No traffic.

Would I do it again? Yes, but would not drive through Adelaide. Too many traffic lights and heavy traffic. No Police help. They would not allocate any manpower this year. In a manual car it is hard going. The atmosphere with the public lining the roads was excellent. The rain held off making it a great day.

That is one thing marked off my bucket list. All up I was away 13 days as I had a five-day event at Berri, SA, with the SA Stag Club organising this year's event with TCCV and ACT Triumph attending. My Stag did not miss a beat. It handled the slow going of this event.





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## Point Nepean Heritage Motor Show

*Report by Dave Harden, TCCV member #983*

*Photos by Alan Andrews, TCCV member #572*

Once again, the Triumph Car Club of Victoria (TCCV) received an invite to attend the 2025 heritage show. The event was held at Point Nepean Quarantine Station, Portsea, on Sunday 2 November 2025.

TCCV was allocated 12 places for Triumph cars based on information received from the club and on count back on the day we had 16 cars on display.

Everyone who attended will (I am sure) attest to the glorious spring weather the event organisers had hoped for and subsequently got, once again. Music, food vans and historic buildings provided a perfect ambience in the quarantine grounds setting. A very enticing location for the display of vintage and classic cars alike.

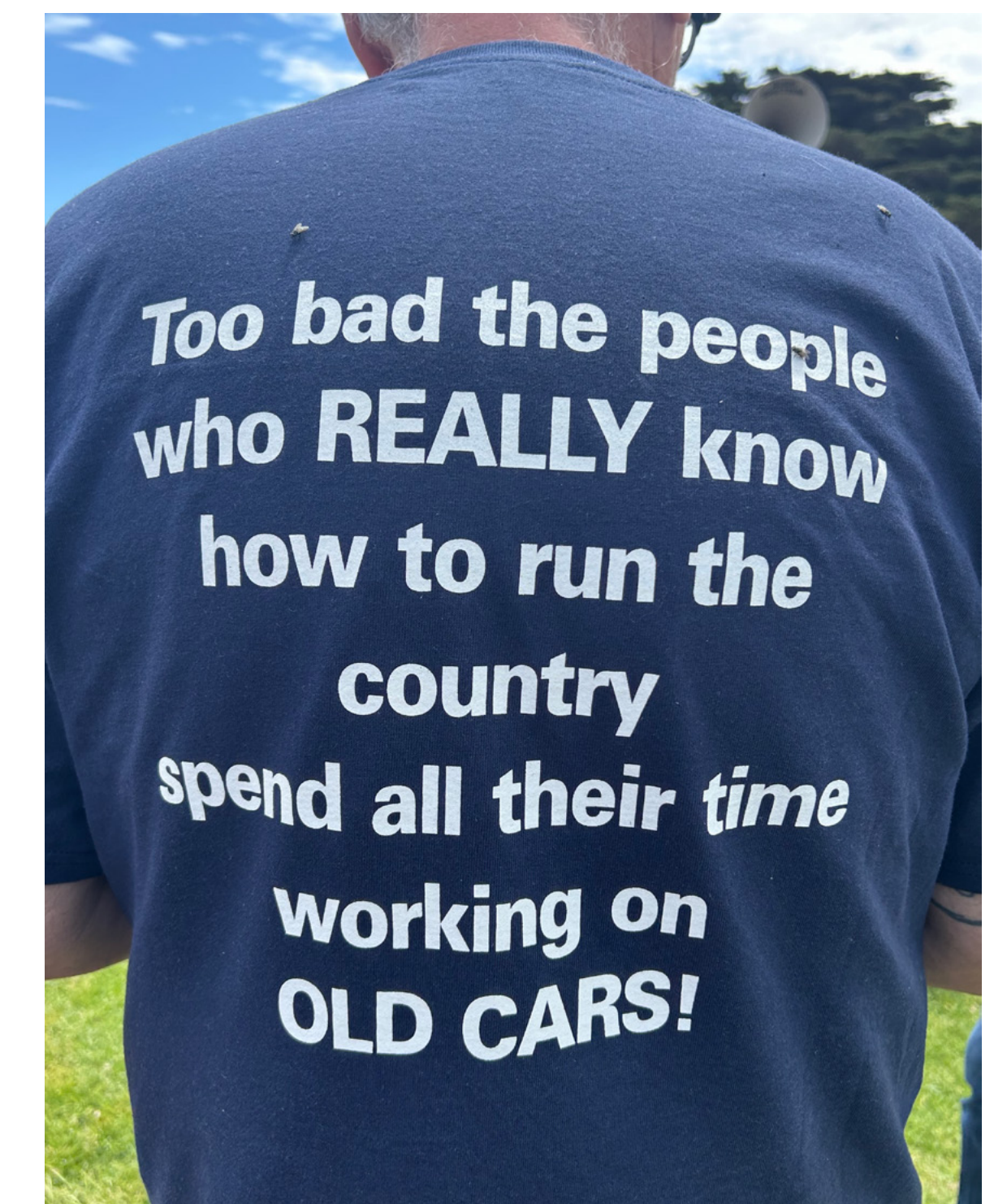
Out of the 16 TCCV cars on display, we were fortunate to have 7 Triumph Stags, 3 Triumph TR4's, 1 Triumph TR8, 1 Triumph TR3, 1 Triumph Sedan 2500 PI, 1 Triumph Herald 13/60 and 1 Triumph TR5.

Three new members helped bolster the attendance – Maz Cugliari and partner Kristine Basile (Triumph Stag), Bert Vita

and partner Jo Westwater (Triumph TR4) and Richard Crossland (Triumph Stag).

I hope they each enjoyed the TCCV camaraderie while being among the other TCCV members in attendance. It is always a pleasure to mingle with like-minded Triumph car lovers as well as all the other car marque owners and general public in attendance.

A very enjoyable day was had by all.



And some of the OLD CARS they are working on can be seen on the following pages!





Paul & Michelle van Essen



















## South Australia Adventure 2025

*By Alan Andrews, TCCV member #572*

It was around 8am when Joan and I reversed past the caravan onto the road to be on our way to Ballan. It was Thursday 16 October. The sun was up. The wind was down. The hardtop roof was on. The heater was off. The boot and back seat were packed. We were ready. We were off to Adelaide.

The traffic jam started at Diamond Creek. It appears people leave for work around the same time. Eventually we made it to the new entry onto the M80 – a much-improved arrangement. Then things got worse. “Thousands” of lorries, known locally as trucks, surrounded us on all sides. A little scary, to be honest. Fifty minutes later the Western Highway turnoff relieved the tension, particularly for SWMBO.

After an uneventful quick run, we arrived. Graeme was already there as he didn’t traverse the Ring Road and lives in the western suburbs. At Ballan, Maccas and coffee settled the nerves and revived the spirits.

Horsham for lunch was our next stop for our convoy of two Stags. I went first. A steady 90-105kph proved comfortable

and economical returning 32mpg over 375km since home.

A passerby admired our cars parked on a side street and recommended Conways, a popular Horsham bakery. We hadn’t been there long before a group of side-screen TRs parked outside. TR Register members. Going to Hahndorf in the Adelaide Hills for their National Concours. We chatted. They left for their overnight stop at Bordertown. We followed for ours at Keith passing them at Pink Lake where they stopped for a break.

Graeme hadn’t seen the albino kangaroos at Bordertown, so we stopped and watched the TR convoy pass us by. Forty-five km later we arrived at the Keith Motor Inn. An excellent place to stop. Well appointed large clean rooms. “No vacancies”. A good number of NSW TR Register members also booked for the night. They left well before we did next morning but we all went to the Keith Hotel Motel for dinner. They walked. We drove.

We were travelling the Dukes Highway by 10am stopping shortly after at Tintinara for morning tea. Every third Friday a group of local ladies meet at the bakery. We joined them. We got chatting, as you do. Lesley, sitting opposite me, attended Flinders University in 1966, the year it

opened. Same as me. Mathematics and physics majors. Same as me. We didn’t remember each other after 60 years, but what a coincidence. Truly the world is a small place!

Next stop – Murray Bridge for lunch. Lovells Bakery in the town. Pasties, pies, cakes and cold drinks. Ideal and enough. Off again. Passed Monarto Zoo turnoff. Passed Hahndorf turnoff. Down “Eagle on the Hill” to Portrush Road lights. Graeme turned left to his digs. We turned right to ours.

And so we arrived. Both Stags ran beautifully despite ploughing through very strong winds on Thursday and warmer temperatures on Friday. Stage One of our South Australia Adventure 2025 completed.







# The Roof

By Alan Andrews, TCCV member #572

Sometimes impending disasters reside in most unlikely places. Life progresses calmly, without incident until ‘The Day’.

SWMBO and I arrived home on ‘The Day’ from a successful TCCV event back in November 2024 with a broken frame. We were grateful it did not rain.

Googling the break, it turns out to be quite common. Over the years the joining piece fatigues and eventually breaks freeing the windscreen bar from the door window bar. The canvas the only thing keeping the roof together at that corner.

A well-informed member, Theodore, advised microsurgery at the corner, replace the joining piece, fit a new rivet, restitch the corner and drive away. Easy. Cheap. Quick.

If only I took his advice. Instead, I weighed up other options. The passenger-side clip did not snap into place. The lining was torn. Small holes had appeared in the canvas sides behind the passenger door. And so the disasters began.

Decision made: deplete the bank book; order new canvas from UK; refurbish the

entire frame; put canvas on; drive away. “How hard can it be”, I ask myself?

Another member, Brian, who has “been there, done that”, advised I take lots of photos. Memory lapse. Very few taken. Big mistake.

Removing the old canvas – easy. Part dismantling the frame - easy. Ordering new canvas – easy. Buying new ‘shoulder bolts’ from Queensland supplier – easy. Buying new rubber seals from member Leon – easy.

First job: how to fix the broken corner? Solution: buy a second-hand frame from Canberra and have my son deliver it on leaving Summernats in January; let Theodore take everything away to bring back in good order; start putting things back together. First disaster averted.

Ex-President Roger and friends made a thing to ‘tweak’ the frame. Borrowed it from member Frank. Made stronger lateral bars myself at the local Men’s Shed. Second disaster averted.

Rebuilt everything on the ‘thing’ ready to install in the car. Dropped a special bolt and watched it disappear between the backseat floor and the monocoque floor. Irretrievable. Theodore to the rescue – again. Third disaster averted.

Even if I knew what to do, ‘tweaking’ is a two-man job. Member Dave, who lives in the same town, helped out – actually, he was the main man; learnt a lot from him; could not have done anything without him. In fact, I would still be at the “thinking where to start” stage. Fourth disaster averted.

‘Tweaking’ involved bending bars to correct the drop-in of the locking handles upfront, creating room for the rubber seals between roof and doors, aligning the rear bar to the tonneau, making rising and lowering smooth.

More recent ex-President Peter came by to look over our months of tweaking and to work his magic opening up a serious curve in 6mm thick hardened steel plate to put everything in correct alignment. The frame finally sorted, except for riveting rubber seals all over the place. The penultimate disaster for another day!

Now the ultimate disaster to be averted awaits: fitting the new canvas.

And that’s where the Stag is right now thanks to the invaluable help and expertise of great TCCV friends.

**To be continued ...**





# The 2025 Tri State Riverland Rally

*By Peter Welten, Life Member & Vice President*

After spending just over two weeks in Knox Private Hospital with stomach issues caused by a reaction with Ozempic which I use once a week for my diabetes and not for weight loss, Ann and myself set off to meet Chris and Sue Burgess at Balan and then off to our overnight stop at Border Town.

Chris and Sue were in their Renown and we took my 200 series Landcruiser due to my stomach issues so Ann could drive if there were any issues. Alan and Joan Andrews and Graeme Oxley had left the week before to do the Bay to Birdwood and Denise McGuire was already in Hahndorf for the TR Register Concourse. We left Border Town and caught up with the South Australia Stag and ACT people,

Alan and Joan, Graeme and Denise at the Riverland Wine Centre overlooking the mighty Murray River for a great lunch and a few drinks. After lunch it was off to visit the Woolshed Brewery and then on to our accommodation at the Berri Hotel – and a Meet and Greet, Registration & Rally Packs, and finger food and drinks in Coopers Bar.

Saturday after breakfast it was a short drive to Renmark for a two-hour cruise on the paddle steamer, the PS Industry, an authentic wood-fired steam powered river paddle boat. After the river cruise it was a drive to Loxton Historical Village to display our cars and have lunch. After lunch it was a drive to Headings Cliff Landing for a view of the river and cliff.

Saturday night was the official dinner at the Mallee Fowl Restaurant, a short bus drive away (this allowed us to have a

drink or five and not worry about drink driving). The restaurant is a unique and quirky experience with good food and a good night out, except the prawn cocktail sauce was very spicy and this affected my stomach.

On Sunday we assembled at the Berri Marina carpark for a regional drive hosted by the Riverland Vintage & Classic Car Club culminating at the Cobdogla Club rooms to display our cars. A BBQ lunch was provided by the club. After lunch it was a free afternoon to visit some wineries, a gin distillery and other interesting venues. Sunday night there were pre-dinner drinks in the Berri Hotel, a farewell dinner and more drinks. The next rally venue which will be our 20th together will be held in the Albury/ Wodonga region. On Monday we said goodbye to the South Australian gang and, with the ACT people, we headed off

to Mildura for lunch and then to Swan Hill for the night. We tried to book into the RSL for dinner but they were booked out so we went to an Indian restaurant and unfortunately more spicy food as they do not know what small spicy food is (more stomach issues).

On Tuesday we headed to Lake Boga to visit the Flying Boat Museum, home of the Catalina Flying boats. We then said farewell to the ACT people and then home with Ann driving once again due to my stomach issues – she gets my car club person of the year for all her driving from Lighting Ridge with our caravan and then the driving from Berri. It was a great rally and looking forward to the 20th event – but more about that later.

*Photo courtesy of the Stag Owners Club of Australia*



# MEMBERS' INFORMATION

By Roger McCowan, Membership Secretary,  
TCCV member #8, [membership@tccv.net](mailto:membership@tccv.net)



## Members Information

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 among 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 please contact the club's Car Advisor for your vehicle model.

### Club Membership

Our total membership as at 01 November\* stands at 251, which includes two new members who joined since the previous report. 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.

New members who have joined since 1 October are:

<b>Richard Crossland</b>	Stag
<b>Anne Hammond</b>	TR4

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 like to do this also. Please advise me if you require additional/replacement badges (\$10 each).

\*As our Membership Secretary was away for some of November/early December, any members who joined after 1 November 2025 will be recognised in the February 2026 edition of the *Trumpet*.

### 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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