

The TRIUMPH

February 2025

TRUMPET

The Triumph Car Club of Victoria Magazine



The Triumph GT6
Revealing all
she's quite the tease!



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TRIUMPH GT6 **The Classic British 60's Fastback**

Sports Car Digest / Rick Schultz / October 2020

The Triumph GT6 is a 6-cylinder fastback version of the Spitfire, styled by the Italian designer Giovanni Michelotti, and produced over seven years from 1966 to 1973. The classic car was constructed and marketed following the Spitfire fastbacks (four-cylinder engine) that were victorious in their class during the 1965 24 hours of Le Mans. During its seven years of production, more than 40,000 units of the British car were sold, though these days they are becoming rarer to see with the value of the GT6 increasing markedly over the last three years.

History of the Fastback

The Triumph GT6 was based on the hugely successful sports car, the Triumph Spitfire, that was designed by Italian Giovanni Michelotti in an effort to compete against the likes of the Austin Healey Sprite and MG Midget. Michelotti had become famous for his car designs. Not only had he designed the Spitfire for Standard-Triumph, but models for other famous makes like Ferrari, Maserati and Lancia.

In 1963, Harry Webster, the Director of Engineering of Triumph, initially asked Giovanni Michelotti to design a GT version of the Spitfire 4.

Continued on page 6



Welcome to 2025 – and the last month of summer. Hopefully you have had many opportunities to get out and about in your Triumph on these sunny summer days.

This month’s edition of the *Trumpet* focuses on the Triumph GT6. Sleek, swift, stylish and very affordable. Other adjectives to describe this diminutive fun-loving demon include entertaining, durable, handsome, charming, simple and uncommon. And just 40,926 produced over a seven-year period – from 1966 to 1973 – for worldwide consumption. If you are tempted by what you read, there are currently two for sale on carsales.com.au One is a burgundy 1973 Mk III, located in Victoria and priced at \$53,000. The other is a red race-ready convertible, located in NSW, at a cost of \$37,000.

Many thanks to Alan Andrews for his report and photographs about the Festival of Motoring, held on 19 January at Cruden Farm. It was a very warm day, but the Triumphs looked fabulous in the sunshine.

The February and March monthly meetings will include two interesting presentations which are highlighted in the President’s report. And more specific details about the March presentation can be found on page 28.

The April edition of the *Trumpet* will

feature the Triumph Herald, and the June edition will cover the Vitesse. So, if you would like to contribute an article or anecdote about your association with either of these vehicles, please let me know as soon as you can.

In the meantime, happy reading and safe travels.

Tool Librarian
The TCCV Committee would like to thank Lindsay Gibson for being the Tool Librarian for the last 10 years. The Tool Librarian is now Tony Zuiderwyk, and again the Committee welcomes Tony aboard and thanks him for taking up the role. Contact for the Tool Librarian can be found at the rear of the *Trumpet* or under Contact/Volunteers on the TCCV website.

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WHAT'S AROUND THE CORNER?



TCCV general meetings:

7.30pm on the third Wednesday of the month at the Manningham Hotel & Club, 1 Thompsons Road, Bulleen VIC 3105

Register on the TCCV website **by midnight the day before** the meeting.

For more information, flyers and booking/registration details for these and later events [CLICK ON EVENT.](#)

FEB. 10 / Drive Your Triumph Day

OPTION 1: East Venue: Upper Yarra RSL, 119 Settlement Road, Yarra Junction. Meet in the York on Lilydale carpark, 138 York Road, Mt Evelyn for an 11am departure. Arrive between 12 and 12.15pm.

OPTION 2: West Venue: Holgate Brewhouse, High Street, Woodend. Meet at BP Service Centre outbound, Calder Highway, Diggers Rest to leave at 10.30am. Arrive at 12pm.

FEB. 16 / British and European Motoring Show

At Yarra Glen Racecourse. Open to all vehicles designed or manufactured in England/Europe.

FEB. 19 / TCCV February General Meeting

FEB. 23 / 2025 Wings and Wheels

Venue: Moorabbin Air Museum, 12 First Street, Moorabbin. 10am–5pm. Free entry for display cars. RSVP by 20 February. Car display, aviation exhibits, aviation experts, live demonstrations and rare flying machines, kid's activities.

MAR. 2 / Isabella & Marcus Foundation Classic Car Day

Assisting kids with brain cancer. Venue: Bicentennial Park, Scotch Parade, Chelsea. 10am–2pm, gates open from 8.30am. Entry is \$20. Space for Triumph Cars, so register your interest.

MAR. 9 / TCCV March Breakfast

At Ora Doro, 16-28 Hewish Road, Croydon. Arrive 9am.

MAR. 19 / TCCV March General Meeting

MAR. 28-30 / Florence Thomson Tour

Check website for details.

APR. 16 / TCCV April General Meeting

APR. 27 / Show and Shine – Alexandra

An inaugural event at Kellock Lodge, 740 Whanregarwen Road, Alexandra. \$10 per display car, includes driver. \$10 per passenger/spectator.

MAY. 3-4 / Stick Shed Tour

A weekend being organised by member Stu Smith and includes an overnight stay at Stawell on Saturday.

MAY. 18 / 2025 National Motoring Heritage Day

At Victoria Street, Trentham. Entry from 10am – Public 10.30am. Cost: Entry by a gold coin donation for a local community group.

MAY. 21 / TCCV May General Meeting

MAY. 25 / TCCV 2025 Show and Shine

A joint TCCV and TR Register event. Venue: Melbourne Steam Traction Engine Club, 1200 Ferntree Gully Road, Scoresby.

JUN. 18 / TCCV June General Meeting

JUL. 16 / TCCV July General Meeting

JUL. 26 / Lancefield Farmers Market Run

Meet at 7-Eleven service station, Ardeer North on the M80 Ring Road, northbound. Arrive 9am for 9.30 departure. Lancefield Market 10.30am-12noon. A great market – bring bags to stock up. Lunch at The Lost Watering Hole Brewery, 8/10 The Crescent, Lancefield.

AUG. 20 / TCCV July General Meeting

Event Coordinator: Graeme Oxley

m 0413 135 779

email events@tccv.net

For the most up-to-date and complete calendar for the year.

TCCV events are labelled with 'TCCV'.



President's Ramble

By Tony Cappadona, TCCV member #662



Hello members, welcome to 2025 and while the New Year is likely to be one of the most celebrated events in most people's social calendar, this is not the case for everybody. The

TCCV has lost two members since the deadline for the last *Trumpet*. Sadly, members Michael Hall and Desmond Davis have both passed away. Michael was also a member of the TR Register and Des was also a member of the TSOA. Our thoughts are with their families and loved ones. My thoughts are also with other members who I know are struggling with ill and recently deceased loved ones.

Des had two Triumphs: twice a year he would make the journey up to my house to get his permit signed. I believe he looked forward to the trip, he would always plan it around what was on at the St Kilda Yacht Club (Royal Melbourne Yacht Squadron). Des had been a passionate sailor for most of his life. He also played competitive ice hockey at St Moritz and enjoyed surfing at Torquay. Des was in his 80s when I met him, I would never have thought about what sort of life he lived had he not bothered to share a bit with me. There are lots of interesting people in the TCCV.

Since becoming a TCCV member I have always been inspired by members older than me, both women and men alike, who are still engaged with the club and enjoy catching up with friends be that at a club event or a meal prior to a monthly meeting. The club is much more than

a car club, it provides members with friendships and support networks that can be life affirming. It's no secret that staying active is very important to healthy ageing.

I'm currently reading a Tim Winton book. The main character who is in his 40s explains to a six-year-old what it is like to be old: "Mentally, you don't feel any older. It's just the body. The body betrays you."

Drive your Triumph Day is fast approaching. This year the club has organised two drives – one east and one west. As always, a big thankyou to Graeme for organising the east event and this year a big thankyou to Ron Richardson for organising the west event. Hopefully we will be able to organise more events in the west. We are working on an event to Lancefield which will coincide with the monthly farmers market followed by lunch at The Lost Watering Hole Brewery. Keep an eye on the Events calendar on the TCCV website.

John Johnson has organised a speaker for our February meeting – Robert from Fetter's Auto Parts in Preston. They have been in the wrecking business for over 50 years, so Robert's presentation should be very interesting.

I have also organised a speaker for our March meeting. Dr Fairleigh Reeves is a urological surgeon who specialises in minimally invasive and robotic surgery. Please refer to the *Trumpet* article for Dr Reeves' biography and what she will cover in her presentation.

As with all events, please remember to book your attendance for club meetings in the events calendar on the TCCV website.



Sketch by Giovanni Michelotti of Triumph GT6. Source: Italian Ways

Continued from page 2

By the end of the year, the studio returned their new bright red prototype of the car to England for evaluation. The red prototype, registered 4305VC, was driven by Triumph test driver Fred Nicklin from Turin to Coventry. Standard-Triumph management was extremely impressed with its styling. But, they were unhappy with the increased weight of the car. The new body shell caused the car to perform unacceptably, at least when fitted with the standard 70 cu in (1,147cc) engine. For the time being, plans were dropped for the production of the new Spitfire GT4.

The new Michelotti fastback design for the Spitfire GT4 did, however, encourage Triumph to adopt it for their



Triumph Spitfires at the 1965 Le Mans

1964 racing program. In 1965, fibreglass copies of the GT4 fastback were grafted to fit onto race-modified competition Spitfires.

The new aerodynamic shape proved much superior to the regular body shape, and the car performed successfully during the racing season. At the finish, the GT4 fastback had come in 13th place overall and first in class at the



Le Mans 24 Hour race, easily defeating the MG Midgets, the company's main rivals.

To improve on the underperformance of the prototype, the 4-cylinder engine was replaced with a more powerful inline 6 that had originally been built for the Standard Vanguard Six and also used in the Triumph Vitesse. With its new 6-cylinder engine, the car performed much better with Michelotti's sleek but heavier body style. It was a tight fit getting the 1998cc six cylinder engine into the Spitfire's engine bay, but it was achieved by developing a complex cooling system and a large hood power bulge.

With the more powerful 2.0 liter (1,996cc) engine and some further refinement, the car was introduced to the public in 1966 as the Triumph GT6 (dropping the "Spitfire" prefix) to emphasise its GT styling and new

6-cylinder engine.

With its sleek fastback design and a rear hatch that opened, the new GT6 earned the nickname of a "poor man's Jaguar E-Type".

The Standard-Triumph marketing department advertised the new GT6 as having been developed from the "race winning Le Mans Spitfires," so it could capitalise on the aesthetic similarities between the GT6 and the Le Mans Spitfires.

In truth, however, the Le Mans cars and the new GT6 were based on two entirely separate development programs. Despite the differences, the company's marketing spin became so successful. Most of the buying public continued to erroneously believe the Le Mans Spitfires were actually the same cars as the new Triumph GT6.



1970 Triumph GT6+. Darin Schnabel ©2019 Courtesy of RM Sotheby's

Design of the GT6

The 6-cylinder engine was tuned in the GT6 to develop 95 hp (71 kW) at 5000 rpm, and torque of 117 lb.ft at 3000 rpm. Its top speed was reported as being 106 mph and could accelerate from 0–60 mph in slightly under 12 seconds, somewhat better than their primary competition, the MGB GT.

The new engine was also quite smooth and tractable, in contrast to the 4-cylinder B-series engine in the MG that produced almost the same power rating in twin carburetor form but at a higher rpm.

With the increased power and larger engine, several changes needed to be made in the original Spitfire mechanics.

The car required mounting a new radiator slightly further toward the front of the engine bay. The gearbox needed to be a stronger unit, so they used a four speed manual gearbox from the Triumph Vitesse.

The front springs were upgraded to handle the extra weight, and the overall unladen weight was 1,904 lb (864 kg).

The interior of the new GT6 featured a gloss lacquered, walnut veneered dashboard that housed a full complement of instruments that were chrome rimmed and the switches were toggle type. A heater and carpets were standard equipment with the interior comparing nicely to the competition.

The one main criticism about the new car was the old swing axle rear



1970 Triumph GT6+. Darin Schnabel ©2019 Courtesy of RM Sotheby's

suspension that had been used in the Spitfire and copied from the Triumph Herald.

The swing axle could be tolerated in the conservatively driven Herald. But, it was more difficult to handle during offensive driving around corners, although only when lifting off the throttle mid-corner at great speed. The lower aspect of the tyre located on the inside corner tucks inward which results in a jacked-up suspension. Unfortunately, the increased weight of the engine in front of the car made the problem even worse.

The car was bitterly criticised in the US for its poor handling, where the company had an important export market, and Triumph had traditionally

been very strong. Similar criticism was also levelled at the Vitesse saloon, which shared the same engine and handling properties.

The production of the Mk I occurred from July 1966 to September 1968 with 15,818 units produced.

Triumph GT6 Mk II

Production: July 1968 – Dec 1970. Units: 12,066

It was clear to Triumph that it needed to sort out the old swing axle rear suspension in order to improve the handling of the GT6 to maintain its reputation in the US. In 1968, it responded with the introduction of the GT6 Mk II model, branded in North America as the GT6+.

The problem with the rear suspension



1970 Triumph GT6+. Darin Schnabel ©2019 Courtesy of RM Sotheby's

was improved significantly by using reversed lower wishbones and Rotoflex driveshaft couplings. This tamed the handling and turning problems of the Triumph GT6, the main problem with the Mk I.

The Mk II received some additional changes for 1969, including raising the front bumper along with the Spitfire Mk III to conform to new government crash regulations. A revised front end was added, and side vents were added to the front fender and rear pillars of the car. Another change involved adding rear-tinted glass with an integrated heating element.

Under the hood, the engine of the upgraded Vitesse MkII was utilised that delivered an output of 104 hp with

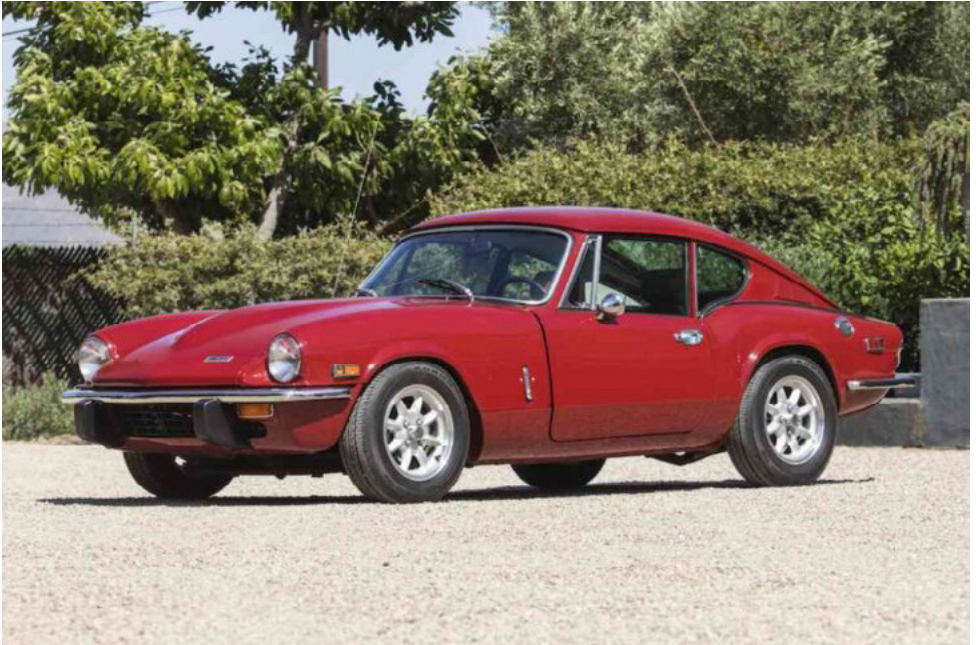
a new cylinder head, camshaft, and manifolds. The top speed increased to 107 mph, with acceleration from 0–60 mph reduced to only 10 seconds.

To save on costs, the interior door levers and window cranks were identical to the units in the TR6 model. The interior was upgraded to a non-reflective matt lacquer veneered dashboard with the gauge's surrounded by black rims and non-reflective rocker switches.

Both the Mk I and Mk II had steel wheels fitted as standard; however, wire wheels were possible as a factory-fitted optional possibility when buying a brand new vehicle.

Triumph GT6 Mk III

Production: Oct 1970 – Dec 1973, Units: 13,042



Triumph GT6 Mk 3 – Source: Bonhams

The MKIII was the most gracious and performed best of all the three GT6 models. The entire body shell was revised to match the most recent changes to the Spitfire Mk IV featuring a cut-off rear end, smoother front, and recessed door handles. The hood resembled the MKI GT6 apart from the addition of eight angled louvers on the side of the front fenders. On the driver's side rear fender, a lockable gas cap was fitted, as opposed to the rear in the previous model.

The interior cabin provided more comforts such as increased padding throughout, the inclusion of reclining seats (provided after chassis number KC 75,030), and the addition of a face-level ventilation system.

Only a few changes were made to the mechanics of the car until the 1973 model was introduced near the end of its production life. The suspension was upgraded once again to a less-expensive “swing-spring” design that was identical to the layout of the Spitfire Mk IV. Additionally, the interior seats were changed to cloth from vinyl in 1973.

The engine power and torque for the Mk III were essentially the same as the Mk II but with better aerodynamics. The car could reach a top speed of 112 mph, and accelerate from 0–60 mph in 10.1 seconds.

The Mk III came fitted with steel wheels only, as wire wheels were not a factory option.



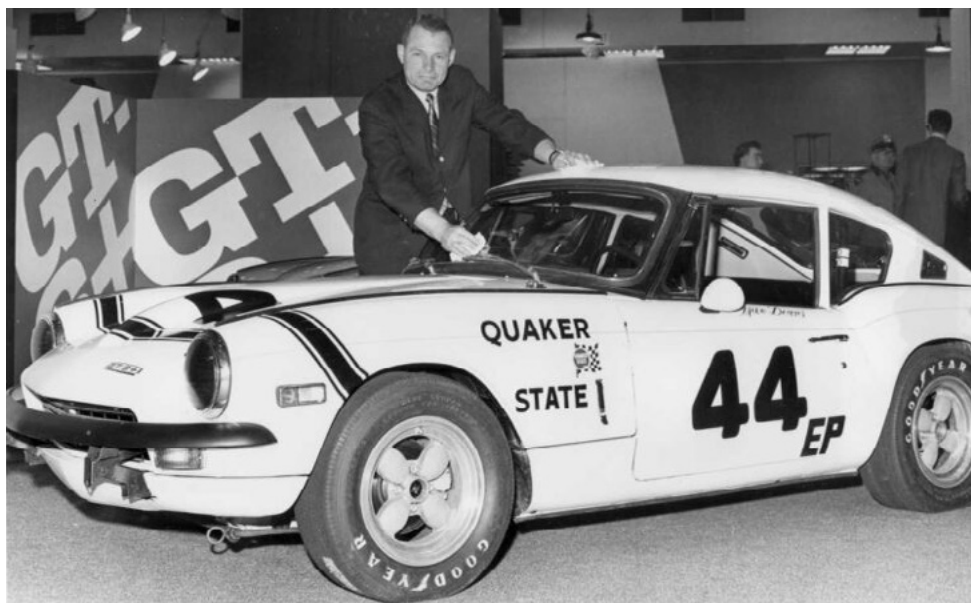
William Newman, 71 Triumph GT6 © David Ferguson / Sports Car Digest.com

Racing the Triumph GT6

The Triumph GT6, being a true sports car, was – and still continues to be – raced successfully throughout the world.

In an effort to promote its sports cars, Triumph divided its SCCA racing into two groups in the 1970s. Bob Tullius and his Group 44 team would cover the East Coast races, while Kas Kastner, focused on West Coast races with Kastner-Brophy Racing.





Bob Tullius outside the 1969 Triumph GT6+ Group 44 Factory SCCA Racing Car. Courtesy of RM Sotheby's

Group 44 Inc – Bob Tullius

In 1960, Bob Tullius bought a Triumph TR3 for his wife, but she seldom drove the car. Instead, he decided he might enjoy racing the car and took it to racing school. He won the graduation race and relished driving the car fast so much that he began to race the Triumph in regular sporting events.

In 1961, in his first four races, Tullius was able to finish in first or second position and won the National SCCA Points championship.

In 1962, Tullius asked Triumph to give him a Triumph TR4 to race as he was leading in national points and Triumph wasn't getting the publicity for their TR4. Although he was knocked back initially, he did end up with the TR4.

In his first race at Lime Rock, he took second place. But, on his next outing at Lake Garnett, the car crashed and was totalled.

Triumph refused to replace the car, so Tullius and Diehl purchased two more wrecked TR4s and put together a replacement car using the assorted parts from all three wrecked cars.

In 1963, Tullius decided to pursue motorsports professionally after his supervisor at Kodak, where he worked, told him he had to choose between his day job and racing. He chose racing and soon became the principal driver working under Kas Kastner, Triumph's North American Competition Manager, where he appeared in his first 12 Hours of Sebring race. He would go on to win six SCCA championship races in the factory TR4.



1969 Triumph GT6+ Group 44 Factory SCCA Racing Car. Courtesy of RM Sotheby's

Tullius established his own racing team in 1965, called Group 44 Incorporated, to pursue his chosen vocation fielding Triumph TRs and Spitfires and eventually became one of America's most successful racing teams. The Group 44 cars were easy to recognise as they were all painted green and white, prepared impeccably, and won countless victories.

In 1969, the Group 44 Triumph GT6+ driven by Tullius, Mike Downs and Brian Fuerstenau, secured the E-Production SCCA National Championship at the American Road Race of Champions (AARC) in Daytona Beach, Florida.

In 1970, the car won the D-Production pole position at the very first SCCA Runoffs at Road Atlanta. It was leading the race when it retired with transmission problems.

The GT6+ was found in 2005 as a "barn find", with the crew chief from Group 44 Inc, Lanky Foushee, confirming its identity.

A comprehensive restoration was conducted with the car returning to the near-exact representation of its appearance in the winner's circle at Daytona in 1969.

In 2009, the car won the Amelia Award at the Amelia Island Concours d'Elegance before participating in the Monterey Historics that August.

The Triumph GT6 was undoubtedly an attractive, '60s two-seater fastback that complemented the Spitfire in Triumph's successful export lineup. A classic benchmark design that endures today in the hearts of sports car enthusiasts.



1969 Triumph GT6+ Group 44 Factory SCCA Racing Car. Courtesy of RM Sotheby's



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The advertisement features a yellow background with a red border. At the top is a graphic of a silver exhaust pipe with a flame coming out of the end. Below this is the text 'AUTO EXHAUST SUPPLIES' in large, bold, white letters. Underneath is 'Owner : Jonathan Ignatidis' in black. Then 'INCORPORATING' in smaller black letters. Below that is a logo for 'Automotive Service Centre' which consists of a red oval containing a white car silhouette and the text 'Automotive Service Centre' in red. On either side of this logo are the phone numbers '(03) 9499 6475'. At the bottom, the address '736 Heidelberg Road, Alphington, VIC 3078' and the email 'info@automotiveservicecentre.com.au' are listed.



Gerald Kannenberg's 1972 Triumph GT6 with Ford Cosworth V6 Engine

As published in British V8 Magazine, Volume XVI Issue 1, May 2008

Owner: Gerald Kannenberg

City: Hamburg, Germany

Model: 1972 Triumph GT6

Engine: Ford 2.9L V6

Builder: Owner

Engine: Ford Skorpion Cosworth, 2.9L, 24-valve V6, rated at 195hp.

Chassis: The car was cut in half from front to back to broaden it by 26cm (about 10.25"). The resulting car has the overall dimensions: 1120mm (high), 1960mm (wide), 3950mm (long). The space frame was made of steel square box tubing, covered with aluminium plates. All components were fixed to the frame; therefore driving without bodywork is possible.

Transmission: Ford Sierra Type-9 5-speed.

Differential: 7er BMW.

Suspension: Porsche 928 S4 (front and rear).

Brakes: Porsche 928 S4, 310mm 4-piston calipers.

Wheels/Tires: (Front) 7.5x16 Azev Type E 225/45/16,
(Rear) 9x16 Azev Type E 245/35/16

Electrical: Most of the electrical system and electronics are from a Porsche 924.

Fuel system: Home-made 75-liter stainless steel fuel tank.

Seats: Chevrolet Corvette C4.

Performance: Top speed is approximately 270 km/h (not tested yet).

Comments: The building time was about 2 years, and the car was completed in July 2005.





1972 Triumph GT6 Picture Perfect

Full Scale Hot Rods & Custom © All Photography 2019 Ron Avery







This Triumph GT6 Concept is a call to BMW to bring Triumph back

Top Speed / Dimitar Angelov / July 2021

We often get a glimpse of how certain classic cars from the past may look, had they made them in our time.

One perfect example of that is these stunning renderings of a Triumph GT6, courtesy of **Martin Aveyard**. From his website, we can deduce that he is not only a skilled graphic designer, but also a fabricator. He has showcased all of his projects, one of which looks to be a replica of Ariel Atom. On one of his images, we also spot a classic emerald green Triumph GT6, so we can guess where he took inspiration from.

Apparently, Martin used to have a Mk III Triumph GT6, which was an ambitious project. The GT6 itself is one of the definitive British sports cars of old. It's lightweight, nimble, but unlike its bigger brother – the Triumph TR6 – not particularly quick.

Because of this, Martin has come up with his own version of the GT6, which looks like it could pack a lot more kick under the hood, or shall we say

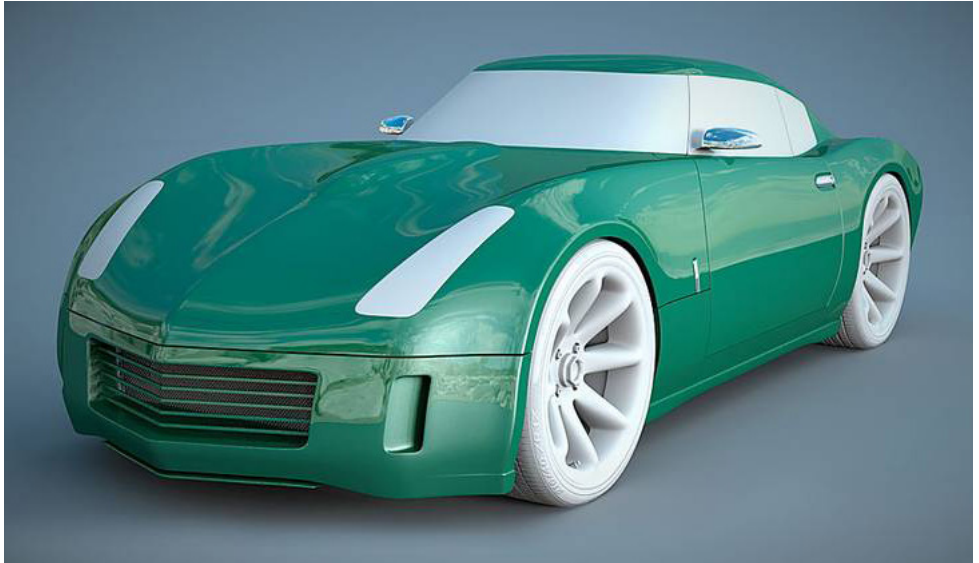
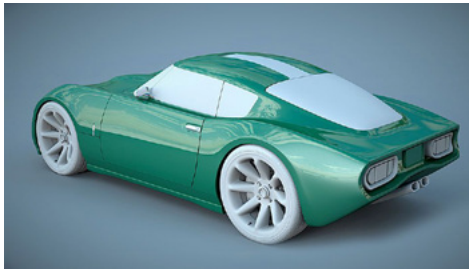
“bonnet”. All body lines from the 1966-1973 original were kept, including the clamshell hood. Unlike the original, the rendering features big eight-spoke alloy wheels, wrapped in performance tires with thin sidewalls. The tires perfectly fill the wheel arches, creating a much sportier look.

Despite other British car brands making a return, like MG, it doesn't look like Triumph will join the ranks of the resurrected brands any time soon. The last car to wear the Triumph name was the 1981 to 1985 Acclaim – a rather bland front-wheel-drive sedan, based on the Honda Ballade (at least it was reliable).

There is still hope since the rights to the Triumph marque are currently owned by BMW. Given the Bavarian carmaker's vast resources, it's not a question of “if”, but rather “when”. So, don't be surprised if, in the future, we see a new retro-futuristic Triumph GT6, although there's a good possibility it will be an EV. Until then, feast your eyes on Martin's creation, which by the way, was done all the way back in 2009.



MARTINAVEYARD.COM





The Life Story of a 'Modsports' * Triumph GT6

DM/Drive-My blog

1971 Don Loughlin and Chris Williams build a GT6 silhouette racer. "I can still picture it now, sitting in the workshop," says Don Loughlin, motor sport engineer and 'don' of race preparation business Aldon Automotive. "We had just moved from Halesowen to Brierley Hill, and the GT6 was one of the first jobs we did."

Former Triumph engineer Chris Williams wanted to build a racing GT6 to compete in the Modsports Championship and in 1971 mounted a glassfibre semi-monocoque coupé shell on to an unused 1966 Spitfire chassis fitted with a GT6 engine. When he found it uncompetitive, Loughlin turned it into a silhouette racer the following winter. "I remember shifting the engine back for better weight

distribution," Loughlin recalls, "but it never really worked that well. Our new premises had a rolling road so the GT6 was one of the first cars we put on it. I checked the readout and thought, 'Well, that's not very good.'"

"The problem was that there weren't many tuning parts available for the 2.0-litre Triumph straight-six – the industry tended to focus on the 2.5 – so we resorted to general upgrades such as triple Weber 42DCOE carburettors, a gas-flowed cylinder head, 360-lift camshaft and an unsilenced straight-through exhaust. The rear suspension needed major work too – I junked the leaf spring and made new coil spring and damper units for it. Chris did the bodywork himself as he had his own glassfibre business."

The modifications clearly worked. Williams showed increasing improvement throughout the 1972

season, ultimately finishing third overall and winning the over-1300cc Class B at Brands Hatch on November 26.

1974: Williams upgrades to a Jaguar, and the Triumph crashes out. Says Loughlin, "He finished sixth in class in the 1972 BARC Modsports Championship, but I think he preferred the new Jaguar E-type V12 he bought in 1973, which we prepared for Prodsports racing."

Ahead of a succesful assault on the 1973 BARC Modsports championship, *Cars & Car Conversions* magazine track-tested the GT6. This Modsports GT6 was built on a Spitfire chassis.

According to fellow Windmill Plastics Triumph racer Ron Harper, the regulations made campaigning Triumphs difficult. He says, "The rules specifically excluded Le Mans-specification Spitfires, as they were much faster than anything else in their class. If you won a race and your car was similar to that spec, you risked disqualification."

Williams eventually sold the GT6 to fellow racer Duncan Allison, but it only lasted two rounds of the 1974 Modsports Championship – Croft and Mallory Park – before it careered off the track and hit a barrier, destroying the front suspension. The car disappeared soon after, and most people assumed it had been broken for parts.

1981: George Woolfenden rescues the GT6 for £400. "I saw it advertised in Autosport for £400," says George Woolfenden of the car he would go on to own for 28 years. "I usually haggle but I knew what it was straight away.

It helped that there was no photo with the advert, otherwise more people might have twigged. It had been sitting in the middle of a haystack in a barn in Crawley for nine years. Allison had only partly rebuilt it because he didn't have anything like Williams' budget.

"He was selling it because he worked in Saudi Arabia, was relocating to America and needed money to fund the move. He wasn't planning to return to the UK, so I negotiated the sale with his mother, who lived in Leeds. I had to send the money to Leeds, and she posted it to a PO box at Heathrow Airport, where Duncan was stopping off en route. He told me where the car was as soon as he had the money.

"Amazingly, the haystack had kept the car dry over the years, so there was only minor surface corrosion on the alloy parts. The advert claimed that the engine had been rebuilt, but so far as I could tell only the crankshaft had been reground. The sole piece of paperwork present with the car was a set of handwritten notes detailing the original specification, plus detailed directions to get to Roger Dowson's house." Dowson was Gerry Marshall's race engineer during the Modsports years and had set up the GT6's suspension, but Allison clearly hadn't used his services, as Woolfenden was about to discover.

"The front-end smash had totalled the front suspension so I had to get new parts from Aldon. It had been fitted with an Alfa Romeo gearbox at some point, but the original close-ratio racing gearbox was still with the car so I swapped it back and refitted the TR6

limited-slip differential. I was lucky with the rose-jointed suspension, because Rose Bearings was based just down the road from me in Saxilby. As it happened, I used to play table tennis against its factory team, so I got one or two of the bits I needed via the back door, so to speak.

"I'm a nurse by profession, and made use of a huge garage next to the morgue at St John's Hospital in Lincoln where I worked at the time. When the wards were quiet, I'd dash across the hospital to work on the car, and if I needed electricity I'd unplug one of the morgue freezers and run an extension lead across to the power socket – it was never for very long, though!

"I vividly remember the day I resprayed it. I was on duty and had just set the spray gun up when I realised I had to do my medicine rounds. I did them in double-quick time to make sure I could get back to the car before the primer got dirty or anyone noticed the extension lead. It really did need repainting too – it had been hand-painted blue and the wheels were painted canary yellow.

"It was a difficult stage in the restoration because I didn't want to lose the car's battle scars – they're part of its history – but did want to return it to its original red. Sealing the broken bodywork edges was a lot more difficult than smoothing everything over. I also had to preserve the wheels, because they're very rare – they're made from magnesium and are virtually unobtainable secondhand. I ended up getting the tyres from a friend of

Lotus Formula 3 driver Dave Walker and recovering the seats using vinyl from old stretchers.

"Once I'd got the car running again, I used to test it at night on the hospital's perimeter road. I had to wait for the security guards to swap shifts so I could grab a few minutes in between, but the car made a huge racket because it was still running its racing exhaust – my colleagues ended up nicknaming it *The Bitch!*"

1984: The GT6 switches from illegal racer. "The restoration took two years," says Woolfenden. "I wanted to race the finished car in the Triumph Sports Six Club series, but changing regulations meant it was illegal – the straight-through exhaust, for example, is unsilenced. It was a real shame, but I only live 20 miles from Cadwell Park so I'd go down there with some mates and a barbecue, pay the old Major who used to run the place £25, and spank it round the track for a few hours.

"Back then there was an actual barn at Barn Corner on the escape road and if you left its doors open you could leave the track, drive straight through it and rejoin on the start/finish straight. I suppose they were track days before such things existed, but it was mad, with no marshalling, ambulances, insurance, safety briefings – nothing. As for first aid, that was me, basically! All that stopped when Jonathan Palmer took over the track, of course.

"I tried to sell it in 1986, as I couldn't do much with it other than track days, so I gave it to motoring journalist Laurie Caddell to test in *Sports Car Monthly* – if

you look at the photos you can see I'd massively dropped the tyre pressures to stop him pushing its limits. The problem was, I didn't really want to sell it. Everyone wanted either to mothball it or take it out of the country, so I ended up keeping it for another 24 years. I only sold it to Mark Field because he's an enthusiast. I knew he'd keep it in the UK and drive it as it's supposed to be driven."

2010: Mark Field finally brings the GT6 out of long-term hiding. "It was a weekday and my wife said, 'There's a guy on the phone with a GT6 for sale,'" recalls Triumph performance specialist and Jigsaw Racing Services co-owner Mark Field.

"I thought he was going to offer me an old road car in need of restoration, so when he said he had Chris Williams' Modsports GT6, I said 'You can't have – it doesn't exist any more!' Bear in mind it hadn't properly been seen in public for decades. George sent through some photographs of the car straight away and I dropped everything, told

the guys at the workshop to cover for me and drove up to Lincoln with a trailer. Getting to the car wasn't exactly straightforward – it was stored four doors down the street from George's house in an old Co-op funeral parlour that'd been converted into a house. The only way of getting to it was via an alleyway designed for Victorian horse-drawn carriages, not a modern car trailer. Worse still, the car had sat unused for five years and there was a bend in the steering rack that completely jammed it on a quarter-turn. Threading the trailer up there was a nightmare.

"When I started to work on it I began by replacing the suspension bushes, oil and filters then moved on to the steering. There are only 1½ turns lock-to-lock and the turning circle is enormous. Our steering rack man wanted to replace it with something more modern and practical, but I told him I wanted the car exactly as it was when it was new. He really struggled to replicate the original steering specification, but we got there in the end.



“As for the engine, we just rebuilt the Weber carburettors, put some fresh fuel into the tank and it fired up first time.”

Mechanically restored but still wearing the historic racing scars it picked up during the 1970s and '80s, the Modsports GT6 finally made its classic show debut at Race Retro at Stoneleigh in 2015. Mark says, “I remember a German guy came up to me on the stand and wrote me a cheque for £30,000. When I told him it wasn't for sale, he offered £35,000, then £40,000, but I refused every time.

“I really want to see the GT6 race in the CSCC Modsports series, so what I

do with it next depends largely on the regulations. We've got 10 original cars in the series now, and Modsports is picking up a lot of interest again. Big Red will be there – it was born to race.”

* 'Modsports'

Racing during the 1960s and '70s saw predominantly production-based categories for both sports cars and saloons. For saloons, the manufacturers led the Group 2 and Group 5 categories, which resembled the standard road car on the surface but under the skin were high tech, highly regulated, high-cost machines were well out of reach of the club competitor.



The rules for Group 1 cars however, which again were required to remain recognisable as their road car ancestors, were becoming more relaxed and as long as the basics of shape and dimension remained unaltered, modifications under the skin became more and more unrestrained.

The equivalent sports car category was 'Modsports' which while slightly more restrictive in the fact that the original engine type was to be retained, also provided the club competitor with the opportunity to create some pretty quick machines.

So, the cool guy in the paddock now had the opportunity to create the type of car they wanted to be seen with. If you wanted to attract the 'birds', the final piece of the jigsaw, along with the

long hair, the flares and the medallion, was a 'Special Saloon' or a 'Modified Sports Car': a 'Modsports'.

Both categories obtained their own set of regulations imposed by the RAC from the early '70s onwards published in the annual 'Blue Book', to retain control and credibility and a whole plethora of now iconic championships sprang up along with a cult following among British Club competitors and spectators, a cult which exists to this day.



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March General Meeting

Presentation by Dr Fairleigh Reeves, Urologist
TCCV General Meeting, Wednesday 19 March



Dr Fairleigh Reeves is a urological surgeon with a subspecialty interest in prostate cancer diagnosis and management. She is a Fellow of the Royal

Australasian College of Surgeons and has completed a Fellowship in Uro-Oncology and Robotic surgery at Guy's and St Thomas' Hospital in London. Dr Reeves has a PhD from The University of Melbourne and has published extensively on prostate cancer. She is an editor of the *Principles and Practice of Robotic Surgery* textbook, and is passionate about men's health and patient-centred care.

Prostate cancer is the most commonly diagnosed cancer in men in Australia and is the second most common cause of cancer-related death in Australian men. Despite this there is much misinformation in the community and even confusion among healthcare professionals regarding testing and treatment for this prevalent disease.

Join Dr Reeves for an update on current prostate cancer care, including diagnostics and future directions for treatment. When it comes to treatment of prostate cancer, it is essential to understand that not all prostate cancer is the same. Dr Reeves will help navigate through the complex issues and misinformation surrounding this common male cancer.



Festival of Motoring 2025

By Alan Andrews, TCCV member #572

Sunday 19 January was forecast to be a hot one – and it was. But despite the foreboding prediction, 10 TCCV Triumphs assembled in the same shady spot allocated to us last year at Cruden Farm for this year's Festival of Motoring.

Five TCCV Stags, two TR7's, a Renown, a TR3A and a Herald Coupe created an impressive line-display. A TR5 and TR6 from another Triumph Club added extra length. Some of our members are also members of a Sunbeam club and displayed their Sunbeam Tigers in that club's display.

Display vehicle attendees who had not registered before the event contributed \$30 to enter, \$10 more than those that did register their attendance. There's a message there for next year.

But it didn't concern anyone paying at the gate as all proceeds went to 'Redkite', an organisation assisting families facing childhood cancer. What a worthy cause!

Personally, I was interested in Wolseleys and Studebakers, bringing memories of cars my dad owned when I was a lad. Another highlight was a Jaguar 420G which was identical in exterior and interior colour to one I owned myself

some 40 years ago. However, I must say that mine was nowhere near the condition of the one on display.

Rolls Royce, Bentley, Rover P4, Jaguar and Bugeye Sprites had wonderful displays in the vicinity of our own. Across the lake a display of 20 vintage 1920–1930 vehicles was impressive. But no six cylinder Essex like dad's 1928 version bought as our first car in 1959 when we arrived in Adelaide from Yorkshire earlier that year. Top speed 30mph. Convertible. Lift-out door windows. Wooden spoke wheels – the way cars used to be.

Many multi-marque clubs attended creating such wonderfully varied British and European vehicles. Perhaps an odd-one-out was a spectacular Ferrari look-alike Holden running gear-based fibreglass convertible Bolwell.

My favourite non-Triumph there was a very rare Jaguar XJS Coupe with the factory-fitted Jaguar 4.2 litre engine. Yes, not all XJSs were V12s. The only other one I have seen is one a lady refused to sell me back in Perth when I was 'between Triumphs', finishing up with a Jensen Healy.

Overall, the event was excellent. Lots of food trucks to choose from, several coffee vans, live music to listen or dance to, and friendly fellow classic car owners for relevant conversation. The heat encouraged some to leave around midday, but TCCV stayed until the bitter end, leaving around 3pm, enjoying a picnic lunch in the shade.

It is an event worth supporting again in 2026. Let's see what we can do.





CHRISTMAS LUNCH 2024



MEMBERS' INFORMATION

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

To our newest members – welcome to the Club. We hope your membership meets all your expectations and we look forward to meeting you at the many events we have around the state, especially when in your area. If technical or originality help is required, contact the Club's Car Advisor for your vehicle model (see the TCCV website for details).

Club Membership

As at 31 January, our total membership stands at 259.

We have had six new members join since the beginning of December 2024. Interestingly, the owners of three Stags and three Spitfires.

Paul Addison	Stag
Al Billingham	Stag
Pat Cowl	Stag
Kristian Derek	Spitfire
Daniel Robinson	Spitfire
Andrew Russo	Spitfire

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

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 Survey

The TCCV committee has decided to run a survey of members. This survey will enable us to plan for the future with respect to services, meetings, events and communication.

For the survey to be successful it will require a high participation rate. So, despite how active you are with the club could you please complete the survey.

Please help promote the survey by mentioning it to other members.

We will keep you posted via the *Trumpet* magazine, *Trumpet1* and TCCV website.

Safe Motoring.

Tony Cappadona, President

TCCV Membership

\$60.00 Annual Membership, with a **\$10.00** membership fee discount for eTrumpet in preference to a hard copy of the club magazine.

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

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

CLUB CONTACTS

COMMITTEE

President	Tony Cappadona	president@tccv.net	0419 113 517
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	Terry Roche (Blackburn South)		0404 391 511
	David Ferguson (Safety Beach)		0417 463 110
	Peter Byrnes (Camberwell)		0429 389 878
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Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

CAR ADVISORS

A number of TCCV members are subject matter experts for particular Triumph car models and are happy to assist other members as 'car advisors'. If you need any help or advice about your particular model, for contact details of the relevant car advisors.



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