



***T**Raction*

**APRIL/MAY
2024**

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
Australia Print Post Publication No. 100004942. Price \$6.00



8

Porsche 6 Hour

17

Bluey Goes to Phillip Island

12

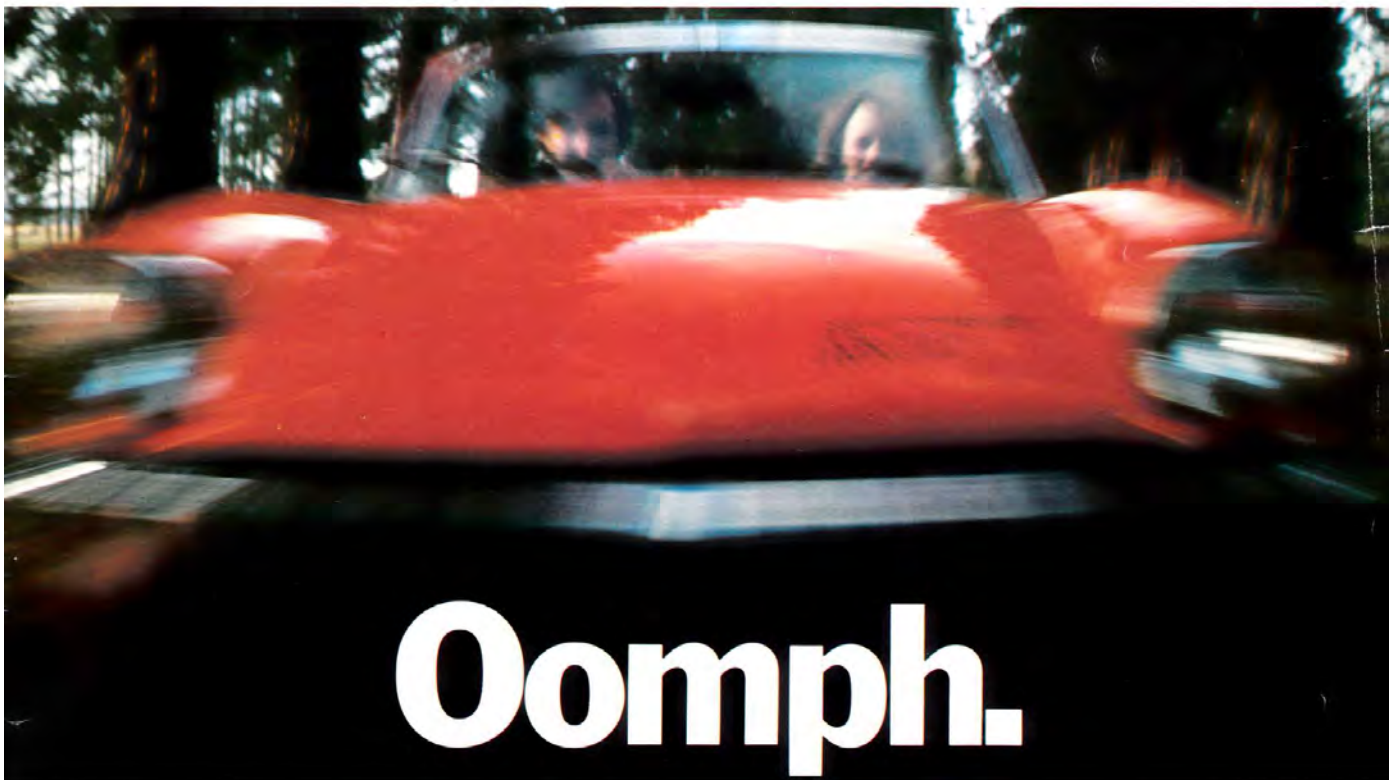
Winning In Style At Rob Roy!

19

My TSOA History – Ray Cook



0 mph.



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*OFFICIALLY CERTIFIED FUEL CONSUMPTION FIGURES: SPITFIRE 1500: ESTIMATED URBAN DRIVING 19.4 MPG (19.6 L/100 KM) AT 46 MPH (76 KPH); 51.7 MPG (15.6 L/100 KM) AT 75 MPH (120 KPH); 32.7 MPG (18.7 L/100 KM) THE FIGURES FOR YOUR CAR MAY DIFFER. **TRIUMPH SPITFIRE FROM £3,550 (INCLUDES FRONT SEAT BELTS, CAR TAX AND VAT DELIVERY AND NUMBER PLATES EXTRA) PRICE CORRECT AT TIME OF GOING TO PRESS. Jaguar Rover Triumph Ltd



“To encourage competition in and preservation, ownership and operation of Triumph Sports Cars”

TRACTION ADVERTISING

The TSOA Committee are always looking for prospective advertisers to offer them an advertising package which will be made up of *TRaction* advertising, event naming and presence on our website. If you know of a business which may be interested please let the *TRaction* editor know.

NB For Sale and Wanted Ads will continue to run for 2 editions of *TRaction* and 3 months on the Website unless the editor is notified.

TSOA General Meetings are held on the 2nd Tuesday of each month except in January

VENUE: Sunset Bar and Bistro, The Manningham Hotel

ADDRESS: 1 Thompsons Road, Bulleen. (Corner Bulleen Road)
Melways Reference Map 32 D10. Enter from either Bulleen or Thompsons Rd.

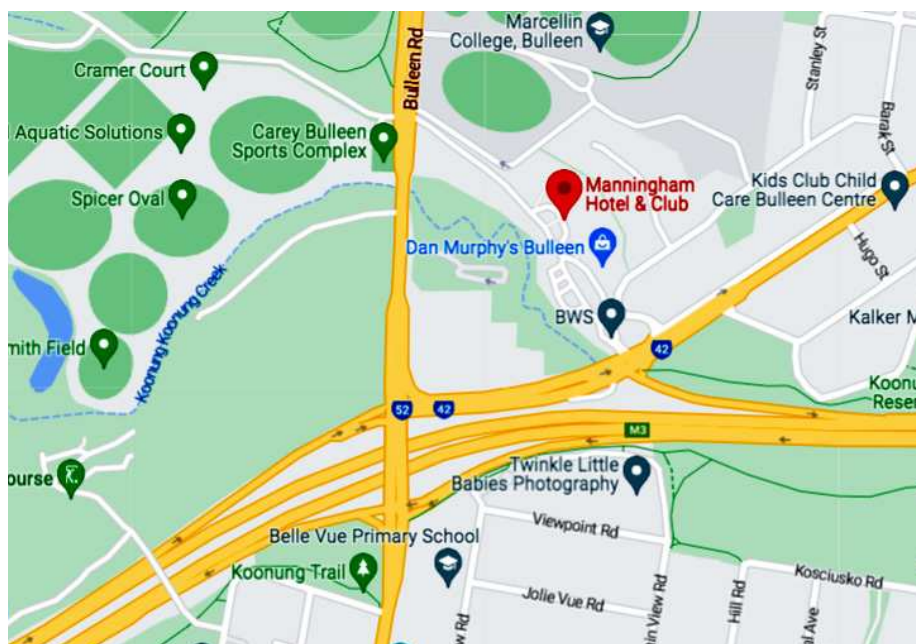
DINNER: From 6.00 pm. Meals from \$15.00. Seniors – \$15 for 3 courses. Prices may be subject to change.

Ample Parking.

NB: Meeting starts at 7:30pm.

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30 Years	Ivory/Silver
35 Years	Silver/Silver
40 Years	Black/Gold
45 Years	Royal/Silver
50 Years	Orange/Silver



LIFE MEMBERS



Ron McQuade (Dec)

Eddie Duckett (Dec)

Bob Morrow

Jim Gallagher

Graeme White

Cath Macdonald

Ray Cook (NSW)

Phil Webb

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Jan Shaw

Ron Farrugia

Robert Splatt

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Ursula Weidenmüller

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Alister Ondarchie

Roger Jeary

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*As a common courtesy please don't call
these volunteers after 9 pm.*

TSOA MEETINGS

TSOA hold their monthly meetings on the second Tuesday of each month at 7:30pm (except in January) at the Manningham Hotel, 1 Thompsons Road Bulleen. (Corner Bulleen Road) Melways Reference Map 32 D10. The Annual General Meeting is held at the conclusion of, the September General Meeting.

CONTRIBUTIONS

Traction will be published by-monthly for 5 issues. Feb–March; April–May; June–July; Aug–Sept; Oct, Nov–Dec. Contribution deadlines for these editions will be published via the TSOA email updates and published in the editor's report in TRaction.

DISCLAIMER

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Traction is published by the Triumph Sports Owners Association Victoria Incorporated, (TSOA) Reg. No. A6452. ABN 65 357 716 405. PO Box 201 Park Orchards, Vic 3114 Registered by Australia Post as Print Post Publication No. 100004942.

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Cover Pics: The display at Rob Roy by Keith Atherton & Gordon Bunyan in his Spitfire by George Stephen

TRaction Deadline Dates

June/July

20 June 2024

Aug/Sept

20 August

Oct/Nov/Dec

10 Nov 2024

EDITOR'S REPORT

Happy Autumn. I love the colours of this season.

Many thanks to all the contributors for this issue and please note we have a few Life Members starring! We "GTK" Get to Know; Ray Cook, Bob Morrow and Alister Ondarchie. Cath "spies" on Shannon's while she and Garry drink their coffee.

It is great to have a new scribe, Paul Nicholls, thanks for putting to paper Paul. He writes about his experience at Rob Roy Hillclimb.

Rob Boykett tells of his first drive on the track with Bluey. To quote an advert: "You need some tyres with grip!"

Kippy keeps us up to date with all things in competition. Three rookies join a 6 hour team with interesting

results!

David Beardsley and Mike Bindon tell us about the Practical Classics car show in the UK.


Spitty Tips returns along with another Wedge Tip from Phil Johnstone.

Please note if you wanting to place an advert in Traction and on the web, I take care of both, so send your ad and photos to me. We have quite a few adverts again in this issue

Please continue to send you reports to: traction@tsoavic.au

George Stephen

I NEED YOUR HELP!
If you are attending any TSOA event (social, comp.) please take a few photos and send them to me please. Especially if I'm not in attendance.

Saturday 6th April	MSCA Rd 3 @ Sandown	Michael Kip	compsec@tsoavic.au
Sunday 7th April	Porsche Car Club of Victoria 6Hr Regularity Teams event @ Sandown	Michael Kip	compsec@tsoavic.au
Tuesday 9th April APRIL GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
April 24th March	Coffee morning @ Espresso Room Northcote	George Coulter	georgecoulter7@gmail.com
Friday 26th to Sat 27th April	MSCA Rd 4 @ The Bend	Michael Kip	compsec@tsoavic.au
Tuesday 14th May MAY GENERAL MEETING	Penrite: Lane 88 Auto Museum	More details to follow	
Sunday May 19th	National Heritage Motoring Day @ Trentham Railway Station	Keith Atherton	events@tsoavic.au
Tuesday 11th June JUNE GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 16th June	MSCA Rd 5 @ Sandown	Michael Kip	compsec@tsoavic.au
Tuesday 9th July JUNE GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	




Our private Facebook page:

<https://www.facebook.com/groups/201561347250587>

(You have to join)

Check TSOA website for more event details & updates: <https://tsoavic.com.au> & keep a lookout for our e-blasts




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SECRETARY'S REPORT

A Minute from the Secretary:

At the last general meeting there was 2 good questions from the floor raised that are worthy to publish discussion notes to our membership.

Firstly, How are our clubs membership fees being used to engage with the members?

Along with what are effectively our operating overheads of publishing Traction, meeting fees, insurances, websites expenses, awards and prizes, and a variety of necessary costs of operation the committee discusses every month ideas for returning benefits to the members in a variety of different ways. Those who have come along to some of the activities will have had either some club subsidised or free meals and refreshments this year as something we hope to be a surprise and delight.

There is also some routine activities like the new years breakfast that are fully subsidised by the club but we are always discussing opportunities to return to our membership. An

example is the most recent discussion focussed around our membership name badges. It was recognised there was a lot of either lost or not issued badges and although it is advertised that there is a charge for badges the committee resolved to provide a free one to all who needed.

Another example is our site visit for the April General Meeting at Penrite Lane88 where the club is fully catering for all attending. Also, there is routinely a free BBQ and refreshments for any who come along to competition events as support or even just for the social engagement.

Secondly, Does the club have insurance and is it adequate for our needs?

This is another current item in review following a club management seminar from the AOMC where they had a segment on insurance and risk management. TSOA Vic has an ongoing current club insurance policy with Chubb for Public and Product liability up to \$20mill and Associations Liability for professional indemnity and directors and office bearers up

to \$2mill. This covers all our normal activities except those involving motor racing or competition.

The Clubs affiliation through MSCA and individual licensing in any Motor Sport Australia event has Insurance coverage through Gallagher Insurance for Public Liability and Professional Indemnity as well as Personal Accident for officials, competitors and volunteers.

The AOMC is currently investigating the possibility of a group insurance that may be suitable for TSOA to subscribe to. This has come out of the management seminar follow up where it appeared there are clubs with no insurance protection and in need of some support. Our management committee has always taken the responsible path to protect its members and office bearers and we are taking this opportunity with the AOMC insurance investigations to review the TSOA policy coverage and value.

Keith Pace - TSOA Secretary

Drive Your Triumph Day (DYTD) Pics below



Alan Wiebe's 1958 TR3A Montreal Canada



DanieJeanne Sassenberg 1974 Spitfire Western Cape SouthAfrica

Morning Coffee Dates 2024

NB: Venues may be changed at short notice. Watch out for e-blasts and /or emails prior to the date.

Date	Venue	Address	Melway Ref
May 29th	McClelland Park	South 390 McClelland Drive Langwarrin	TBC 103-E3
June 26th	Warran Glen Nursery Café	East Warrandyte	TBC
July 31st	Living Legends	Nth/west Greenvale	TBC
August 28th	Possible Williamstown / Sth/Port Melb	Sth/West	TBC
September 25th	Café 23	East Braeside	TBC
October 30th	Garden World	South	TBC
November 27th	Oro D'Oro Café;	East 28 Hewish Rd Croydon ph 0470 207 514	TBC 50-K3



TSOA 2024 season to April 20th

Since my last report the TSOA Competition has been very full indeed.

Rob Roy Revival had a number of TSOA members competing being David Orchard TR3, Paul Nichols TR6 and Ian Cowie TR7V8. Video of some of that weekends activities can be found on the TSOA YouTube channel. To access those videos just go to the website front page and scroll down to the YouTube banner. Click on that will open a catalogue of videos ranging from Competition on track, Social events and now a video of Jim Gallagher and Neal Swingler chatting about early Triumph Competition etc.

Phillip Island Classic in March had Triumph entries in Regularity from Victoria, NSW, South and West Australia.

MSCA at Phillip Island had the normal contingent of TSOA regulars with additional entries making their debut and or very welcome returns to Competition. I hope to upload some videos from Rob Boykett TR7V8 and Keith Pace BMW M2 using the club Garmin Catalyst of this event sometime soon. Hint Hint guys :) send in the footage to upload which will entertain us with your track exploits.

Natsoft timing went a little funky at the PI event with some competitors being shown recording extraordinary lap times which caused havoc



Keith Pace Pic by Kippy

with both MSCA results and TSOA championship results so will not be utilised for the end of year.

Sandown MSCA April had a half dozen Triumph doing their practice for the Porsche 6 hour relay held on the following day.

TSOA fielded 2 Teams for 2024 Porsche 360, they being the Triumph Racing and Triumph Troopers teams. Triumph Troopers achieved a great result of 5th placing with Triumph Racing a 12th placing in a strong field of Porsche, BMW etc teams.

To access a short film from Ursula's Porsche 944, again go to the TSOA YouTube channel and look for the vision from her weekend office. haha

Next week on the Anzac day long weekend, Porsche and MSCA will be holding a 2 day event at The Bend circuit in South Australia with a half

dozen or so Triumph entries. The following week 4 Vic TSOA will be joining TSOA SA at the Peter Hall Mallala 6 hour Regularity all while the Triumph racing contingent will be running at The Bend in MG and Invited British races. Hopefully the Racing will be on Blendline TV

Kippy

The MSCA Calendar 2024

Sunday 16 June
Round 5 Sandown



Sunday 18 August
Round 6 Winton Inc TSOA Challenge

Sunday 29 September
Round 7 Phillip Island

Sunday 20 October
Round 8 Calder

*Please check dates with the event organisers,
future event dates are governed by external forces.*

TSOA Competition Scoring

Here is how the scoring works:

All lap times are downloaded from Natsoft

An individual drivers fastest lap and 4th fastest lap of the day are entered into the Championship equation.

Fastest lap minus 4th fastest lap time is recorded in thou of a second.

Each second of time difference is 100 points deducted from a starting score of 1000 points.

Example

Fast lap 100.050 seconds
4th fastest lap is 100.950 seconds

Difference in time .9 seconds equating to 90 points lost for the round

1000 points minus 90 points equals 910 points scored for the round for the driver.

All scores recorded during the competition year will be tabulated for each driver with the best 3 results

used.

Minimum events required to qualify for the Drivers Championship is 3 rounds and the driver with the highest score becomes the Driver's Champion.

Scoring of results will be published in each issue of Traction.

Michael Kip
Comp Sec

TSOA 204 Competition Results

Driver	Car	Winton MSCA Feb	Associate	Sandown State	PI Classic	PIMSCA	Associate	Sandown MSCA	Associate	PCV 6Hour	Associate
Nick Haymes	TR6										
Ursula Weidenmuller	TR6						852.5				845.62
Peter Delmodes	2500TC										
Brian Watson	TR7	941.19						954.91		322.09	
Mark Campbell	TR7V8	728.19				866.24		790.51		850.87	
Jan Mason	Boxter										
Rob Splatt	TR6/ Porsche		911.75					831.95		776.15	
Emma Alipan	Mercedes										
Ed Ferguson	TR7V8	528.78									728.17
Michael Kip	TR7	815.4				755.96				702.75	
Phil nicholson	Lotus		934.11				177		972.13		
Trevor Lindsey	GT6										
Keith Ondarchie	Stag									656.67	
Geoff StJohn Cox	TR7V8										
Alistar Ondarchie	TR7 Sprint										
Alana Ondarchie	Stag										
Gordon Bunyan	Spitfire										
Ian Cowie	GT6	829.28			551.38						
Shirley SyJohn Cox	TR7V8			857.38				868.05		723.27	
David Orchard	TR2				965.67						
Paul Hogan	GT6										
David Kelly	TR7 V8										
Ed Ferguson	TR7V8				737.37						
Rob Casson	2500 Megane	754.11					466		988.03		838.72
Neil Martin					729.06						
Paul Burke											
Chris Liokos											
Doug Robertson											
Keith Pace	BMW M3										646.05
Maurice Harper	2500TC	895.06							587.31		
Garry Gibson	GT6			918.22							
Bruce Pollock	TR4				810.3						
Geoff Byrne	TR6				912.85						
Andrew Gibson	TR3				908.86						
Brad Vermont	MGF										578.57
Dan Holohan	Porsche/ Spitfire								-667		631.64
Rob Boykett	TR7V8					406.45		805.13	230.43		

Porsche 6 Hour 2024

A drivers perspective.

What is it with Porsche and rain was a common thought by many drivers fronting up to a very damp slippery Sandown Circuit for the 2024 running of the Porsche 6 hour Regularity Relay.

The weather forecast was showers that 'should' break by about 1 pm.

We've all heard that mantra before with especially the 2020 running of the event in rain which didn't ease up at all despite the forecast of the day.

However for this event the forecast was spot on which, for this particular entrant, posed challenges to his driving discipline he was almost totally unable to meet (((

Regularity is a really difficult as it requires one to set a time and then to drive to that time regardless of changeable weather and or track conditions let alone having faster and slower cars around you.

TSOA fielded 2 teams for the 2024 Porsche 6 hour .

They being the previously successful Triumph Racing and a new team made up of 3 novice drivers and 3 experienced drivers named Triumph Troopers.

Triumph Troopers absolutely spanked Triumph Racing with an outstanding performance achieving a very creditable 5th outright for TSOA in a strong field of Porsche, BMW and Mazda teams .

Triumph Troopers

Ursula Weidenmuller Porsche 944
 Shirley St-John Cox Triumph TR7V8
 Keith Ondarchie Triumph Stag
 Keith Pace BMW M2
 Brad Vermont MGF
 Dan Holohan Porsche
 (A Silver one which ever model the Silver Porsche's are!) :))

Triumph Racing

Rob Splatt TR6
 Ed Ferguson MGF
 Michael Kip TR7
 Brian Watson TR7
Kippy

Rob Casson Renault Megane
 Mark Campbell TR7V8

The day started out wet with a very slippery track so times had to be chosen to reflect track conditions with the eventual drying of the track requiring a discipline to drive to wet weather times on a dry track . This particular correspondent seemed to have misplaced his driving discipline my absolute chagrin.

Thank you to all the TSOA volunteer time keepers, Pit wall sign holders, etc. let alone Geoff Cox and Darren Greene as team managers of Triumph Racing and Triumph Troopers respectively.

Well done to PCV on running another fantastic event of the Porsche 360 Regularity Relay.

If you would like to see some in car footage of Ursula in her Porsche 944 then go to the TSOA website and YouTube channel and check out the videos for you to enjoy. Hopefully enjoy anyway :))



DYTR Andrew Janiesch
 1971 TR6 Denver Colorado USA



TR6 Shooting Brake



1970 Daily Mirror World Cup Rally London - Mexico

Photograph by

Foster & Skeffington

Phillip Island Classic see page 15 for report.

Below is a pic from the Island.



Max Hayes, Bruce Pollock & Neil Martin. Photo Ed Ferguson

TSOA welcomes our New Members

Gregory Chrsitgoergi
Paul Clarke

1964 Red TR4
1972 White Stag



Bob Casson receives his 20 Years of Membership Badge from Rob Splatt



Neil Swingler receives his 50 Years of Membership Badge from Rob Splatt

CHECK OUT OUR NEW CLUB REGALIA ON P10

Club Member Points

At the Annual General Meeting we voted on amending the points allocation for the points members receive. These points will go into force from the 1st January 2024.

Club Member Points are accrued for all the following activities:

	Points
1 Attend a General Meeting or Annual General Meeting	1 (2 if driving a Triumph)
2 Attend a TSOA Nominated social / competition / display event	1 (2 if driving a Triumph)
3 Submit copy of article (e.g. from books, magazines, internet, etc.) to Traction	1
4 Photographs (e.g. T.S.O.A. event, items of interest.) submitted to Traction	1
5 Submit original written articles to Traction	4
6 Full time official at all nominated competition events. (e.g. C of C, Timekeeper, etc.)	4
7 T.S.O.A. Concours judge or results analysis	4
8 Concours Director and National Meeting Director	5
9 Team Member of 4 & 6-Hour Relay Race	4
10 Team Manager of 4 & 6-Hour Relay Race	5
11 Member of a sub-committee (points at committee discretion)	4
12 Co-ordinate an event or display of cars (points at committee discretion)	4
13 Introduce a new member (full, associate, social or junior – not partner/family)	4
14 Delegate representing T.S.O.A. (12 months)	4
15 Committee member of A.O.M.C. or M.S.C.A. (points at committee discretion)	4
16 Club Permit Scheme co-ordinator (12 months)	4
17 Internet Homepage Webmaster (12 months)	4
18 Telephone Contact Officer (12 months)	4
19 Regalia Officer (12 months)	4
20 Committee member of National Meeting sub-committee	4
21 Committee member of T.S.O.A./T.C.C.V. concours sub-committee	4
22 Officer or Ordinary Committee Member of the Association (12 months)	5

Membership Fees

NB: YOU CAN ONLY PAY MEMBERSHIP IN THE MONTH OF JUNE
Membership Type

Membership Type	Fee (inc. GST)
Full Member	\$95
Partner Member	\$45
Junior with Competition Licence	\$25
Junior Member	Free
Life Member	Free
Life Member's partner (voted at 2023 AGM)	Free

Membership Year is from 1st July 2024 to 30th June 2025

TSOA's New Club Regalia Log in on the website to order.



Available in Navy & Charcol

Short Sleeve Dress Shirt
\$48.00

Navy • 100% Yarn Wicked Breathable Polyester • Standard collar with jet chest and pen pocket • Curved hem - can be worn in or out



Available in Navy & Charcol

Waffle Polo w/ Pocket
\$33.00

Navy • Classic fit • 100% Polyester for durability, 185gsm textured waffle knit fabric • designed to help keep you cool and dry



Available in Navy & Charcol

Fitted T Shirt
\$23.00

Navy • Urban Fit • 100% Cotton • 165gsm ring spun Jersey knit fabric • Modern cross seam neckband stitch • Shape Staying elastane rib crew neck



Available in Navy & Royal Blue

Weather Jacket
\$115.00

Royal Blue • Classic Fit • 100% Polyester Pongee textured finish, water proof to 6000mm rating • Diamond quilted polyfill lining for improved warmth and durability • Sealed seams enhance water protection • Removable hood with neck protector, internal storage pouch and adjustable elastic hem with toggles • Three external zip-up pockets and three internal pockets • Embroidery zipper



Polar Beanie
\$18.00

Navy • 100% Polyester Polar fleece • One size fits most

Available in Navy & Navy with Tan Peak



Cap
\$18.00

Navy & Tan • 100% Brushed Regular Cotton • Synthetic Suede Peak (Top) • Structured 6 Panel • Pre-Curved Peak • Contrast Embroidered Eyelets

NB: The pics should our logo imposed on the garments BUT the embroidered logo on the garments looks great!
To order any of the items go on-line, log on under Members >Products, select >Club Regalia

Postage (does not include the packaging)

Parcel Post flat rate packaging 5kg and under. Flat rate postage is based on size, not weight.

These prices are for postage within Australia only and **don't include the price of packaging.** Choose from mailing boxes, mailing tubes, tough bags and more. (Prices correct at time of publishing.)

Flat rate packaging	Small	Medium	Large	Extra large
Parcel Post postage only	\$10.60	\$14.50	\$18.25	\$21.95
Express Post	\$14.10	\$18.50	\$22.75	\$29.95

SOCIAL SECRETARY'S REPORT

Well after the first 3 months of the year with a very hectic schedule, in April we just had a general meeting and a coffee morning to enjoy.

On May 19th we will have had a run to Trentham to support the AOMC National Motoring Heritage Day plus there will be other venues as organised by the AOMC and we have started to send out a weekly e-blast of all the motoring events that the AOMC are now sending through week by week.

I don't have full details at the time of writing but we will have a run in June and July and as soon as possible I will update the web site as well as send out the information by e-blast. Which brings me to a couple of very important matters.

From time to time I have comments from members saying that they do not receive our event e-blasts and

therefore don't have any knowledge of club activities.

2 important points

- Have you checked your Junk /SPAM folder to see if the club emails are going into that.
- If you are definitely not receiving the e-blasts please send a email to our Membership Secretary, Danny Hoolihan, and ask if the club records have the your correct e mail address recorded as our e-blasts use our membership database as the source for all contact details.

Another item that needs to be reinforced is the need to let our Coffee Morning Co Ordinator, George Coulter, know by e-mail if you plan to attend any of our monthly coffee mornings we hold on the last Wednesday of each month. During the height of the Covid 19 pandemic and subsequently we have had to be very flexible almost on a month by month basis in choosing a venue for

the coffee morning and most venues now require specific numbers when booking a table due to staffing issues. Unfortunately we had a situation in March where only 11 members registered so in anticipation of some "extras" going, George booked for 20 but more than 30 people went. We had issues with space & overcrowding. Fortunately the venue accepted the extra numbers but PLEASE in future as a matter of courtesy you must register with George, its simple to do just click on the link in the e-blast or on the web site Event link both will open a e-mail directly to George to advise of the numbers attending and include names of guests. The coffee mornings will of course continue through the rest of the year until November and the list printed in elsewhere in TRaction may require monthly adjustments as we go along.

I hope to see at a club event soon

Keith Atherton
Event & Social Secretary

Espresso Room Morning Coffee



Peter and George



Great venue with great coffee and cakes.
NB the windmill on the ceiling.



George and Lindsay



Faye, Maggie and Ursula

Winning in Style at Rob Roy!

My name is Paul Nicholls and a privileged owner of a TR6.

On the weekend of the 2nd and 3rd of March I was privileged to have been invited to enter the Rob Roy hill climb for the very 1st time.

I have owned my TR6 for 12 years and this was the first time that I had the opportunity to take part in the hill climb much to my excitement.

I was very impressed with the amenities and especially each car having their own pop-up garage, which I didn't expect. The MG car club did a wonderful job in organising the whole event. All the drivers were impressed as much as I was. I would strongly encourage more TSOA members to sign up for a run up the "hill" at the next meeting at Rob Roy.

I was fortunate enough to improve my time on each of the 4 runs finishing with my last run being a 33.8 secs which I was thrilled with. Next time I hope to improve on that.

The day was made more special for me with my twin sons, David & Peter, attending the event to cheer me on. They were extremely impressed with the professionalism on the whole event. They enjoyed the friendliness of the competitors and vowed to return to the next one and maybe have a drive themselves!!! It really was a wonderful weekend and being the first time competing, I'm sure it won't be my last time.

I'm ready to hand over the "Plastic Crown" I won for being the best-dressed driver to the next best dressed driver at the next meet!!!

In closing I'd like to sincerely thank everyone involved at the MG car club for a fantastic memorable well-organised weekend.

Look forward to seeing you all next time.

**Yours sincerely
Paul Nicholls**

**Paul's photos of his car and Crown.
On page 13 The display victory. Pics
Keith Atherton**



Rob Roy



RIMMER BROS EST 1982
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SEE OUR SOCIAL MEDIA

MG & Invited display at Auto Caffeine

Recently Garry was approached by Gordon Bunyan advising that John Makeham, Captain MG Racing, was looking for cars to display at an upcoming promotion event at Shannon's showrooms in Heatherton.

John had been tasked to provide a couple of good examples of the cars currently competing in MG & Invited. Would Garry be agreeable to display the Triumph GT6?, yes, he would!

Bump in was Friday 12th April with the event taking place from 8 am – 12 noon the following day.

On arrival we were met by Kosta Mourmouras, Shannon's Customer Support Advisor, also the coordinator of Auto Caffeine, the second such event to be held at Shannon's since the demise of the well-known auctions.

Several cars were already in situ with approximately 50-60 plus bikes expected to be on display on Saturday.

Situated next to the GT6 was the immaculate MGV8 belonging to Simon Elliott.

I must admit I was keen to take a "sticky beak" at the Shannon's setup having worked for several years with one of their competitors – LSV (Lumley Special Vehicles).

It's certainly a great venue for



Photo: Garry Gibson

displaying their history, posters and awards dating back to the inception of Shabon (now Shannon's) by Robert Shannon.

Bump out was to be at the conclusion of the day on Saturday so we headed off with the trailer in tow arriving just as several of the bikes and some cars were leaving.

We met up with John Makeham who was on hand no doubt spruiking the merits of MG Racing and making sure no harm came to the GT6 & MGRV8.

On arrival Garry caught up with Les Walmsley 2017 HTCAV Champion who he'd met several years ago when working with Savvy Motorsport. Les's

previously owned 1972 Silver Bullet Valiant Charger was on display, (see picture). Since selling the Valiant Les now competes in a Cortina.

There was a very welcome food van and coffee van for the attendees to enjoy whilst they admired the cars, "talked shop" and compared engine capacities!

If you get a chance to attend another event held at Shannon's I recommend it, a venue to be considered perhaps for a club event.

Story & Photos by Catherine Macdonald #1 Life Member



Les Walmsley



Kosta Mourmouras



Ed Ferguson



Neil Martin

Phillip Island Classic Festival of Motorsport

The 2024 event for historic vehicles held over the long weekend of 8 – 10th March, was the 30th event conducted by the VHRR at the Island.

It was attended by some 450 competitors and thousands of spectators over the four days of practice and competition. In total some 11 TSOA members / Triumph drivers participated in this major event including:

- Bruce Pollock (TR4A) and Byron Ellement (Ford Anglia), over from WA, Neil Martin (TR7/V8) from SA, and Ed Ferguson (TR7/8) all competing in Regularity
- Geoff Byrne (TR6) and Graeme Rutledge (TR6) from NSW and

Gordon Bunyan (Spitfire) competing in Group Sb

- John Orchard (TR2), Darryl Byrnes (TR3A) and Andrew Gibson (TR3A) from NSW competing in Group Sa
- Rob Splatt competing in F5000.

There were also a few additional pit crew members who came along to assist the drivers including Alister Ondarchie and Max Hayes.

Conditions at the Island, as is often the case, were testing for drivers, officials and spectators, with hot gusty winds and temperatures hitting the high thirties on both Saturday and Sunday.

It was a busy program for the three days but overall Clerk of Course Michael Herlihy and his large team of helpers did a good job to keep

everything on schedule without too many delays. Although the coming together of some of the very fast F5000 cars in one of their races at MG corner did occupy the attention of the marshals and recovery crew to sort out and clear the track – talk to Rob Splatt, he managed to avoid the carnage and will give you a first-hand account of the incident.

I did not manage to speak to all the drivers in the other classes so my apologies for not being able to report on their experiences and results. However, in the very large field of 57 Regularity drivers, TSOA members recorded two wins out of the four sessions, so it was considered a fruitful weekend.

Ed Ferguson
Photos by George Stephen



Geoff Byrne



David Orchard



Andrew Gibson



Gordon Bunyan



Rob Splatt

ROB ROY

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SPEED HILLCLIMB 2024 EVENTS



JANUARY 21st

Victorian Hillclimb Championship Round 1

Promoted by the MG Car Club Vic

MARCH 2nd & 3rd

Rob Roy Revival

Promoted by the MG Car Club Vic

Celebrating a golden era of motorsport

APRIL 7th

Interclub Challenge Round 1

Promoted by the MG Car Club Vic

To encourage friendly rivalry between local sporting clubs

MAY 5th

VHRR Historic Rob Roy

Promoted by the Victorian Historic Racing Register

Incorporating Round 1 of the Triple Cup Challenge

MAY 19th

Victorian Hillclimb Championship Round 5

Promoted by the Victorian Mini Car Club

JUNE 9

Interclub Challenge Round 2

Incorporating a King's birthday challenge between
VIC & SA MG Car Clubs

Promoted by the MG Car Club Vic

SEPTEMBER 22

Vintage Rob Roy

Incorporating Round 2 of the Triple Cup Challenge

Promoted by the Vintage Sports Car Club Vic

OCTOBER 6th

Interclub Challenge Round 3

To encourage friendly rivalry between local sporting clubs

November 17

32nd Historic & Classic Rob Roy

Promoted by the MG Car Club Vic

Incorporating Round 3 of the Triple Cup Challenge
& supporting the local Pantons Hill CFA



**FULL CATERING PROVIDED
ON SITE FOR ALL EVENTS**

ENQUIRIES -

COMPETITION - JOHN KELSO 0417 398 606

EVENT - WAYNE RUSHTON 0412 339 934



**SCAN FOR
MORE INFO**



Bluey Goes to Phillip Island

Weather was perfect - dry and warm. I was ready after several years away from the track.

Bluey was ready after 20 COVID months of Cowie rebuilding. Looking awesome in shiny Pageant Blue when the garage door rolled up, we set off before dawn for a Big Day at Phillip Island for MSCA Round 2. More a bitser than a purebred; a track car to be driven there and home. The V8 a stock second hand Rover SD1 3.5 litre with fancy ignition, extractors and an inspiring grunty exhaust note. An ex-Ferguson rollbar made me safe, while an ex-Kip rear axle gave LSD traction, disc brakes and 3.9 ratio best suited to short straights. Big vented discs upfront meant running 16 inch MG TF mag wheels to keep good braking all day. A new fuel cell in the wheel well and lightweight battery in the boot put (reduced) weight further back and lower down. Those heavy steel bumpers were both gone. Coilover suspension all around. Trim, taut and terrific.

I strapped myself into the seat bolted to the floor and adjusted my nomex balaclava under my helmet. Gloves on, sunnies on, ready in pitlane and just a little nervous! First track time in a TR7, first time with a V8, first time for Bluey. What could go wrong? Well, on my last visit here, my mate put his car into the wall and wrote it off, so that's what I needed to forget.

Accelerating hard through the gears onto the track was thrilling. That grunty exhaust note was fabulously addictive with no sound deadening. I concentrated on me and my car, not the ones in front. The warm up lap ended with me maxxed out in top gear and nervously aiming for Turn 1. Everything felt new, strange and a little "skatey" in the corners. Braking early and carefully aiming for the corner apex meant I was slow and steady and also a mobile chicane soon getting lapped. Run 1 safely completed - Woo Hoo! Smiles all around in the pits.

Run 2 felt better so I braked later and



upped the pace. That theory rapidly failed at Turn 3 when I locked up brakes, spun and went off the track. Out of the car and to safety. Waiting behind the tyre barrier gave me time to think.

Run 3 warranted more brains and less bravado and I kept up a chant of "listen to the car; feel the car", every time someone passed me. This seemed to work much better. Until MG corner bit me with another lockup and a full 360 degree spin but this time it was in traffic! Thanks to everyone else's skill there was no contact between us just a lot of clenching. Needless to say, there was a lot of talking in the pits amongst the TR experts about my woes.

My driving skills are very rusty of course. Varying brake pedal height was the most disconcerting but KP's eagle eyes spotted the date of

manufacture on my full tread Eagle NCT tyres. 2002. Hence, I decided it wasn't too bad for a 61yr old amateur driver in a 48yr old car on ancient 22yr old tyres! Remaining laps were far less dramatic, other than worrying about low oil pressure and flakey brakes. I was exhausted after that amount of fun, despite setting the slowest time for the day but Bluey and I had a great day. We got to the track and back and did plenty of laps without hitting anyone or anything. That was the whole idea of the Bluey Project. Now for the next event at Sandown...

Many thanks to all my fellow TSOA members who provided inspiration and support to get me and Bluey to the track. There's more story to come.

Rob Boykett

TR 4 to 6s History of the Sportscars Part 2

Triumph TR4 / 4A

By 1960 the "side-curtain" TR's (introduced as the TR2 in 1953) with their cut away door styling had become very dated and Giovanni Michelotti of Italy was commissioned to create a new image. The first TR4 was produced in July 1961. A "power bulge", to clear the SU carburetors, was necessary in the forward hinged bonnet and the car featured wind up windows. A fixed rear window with a removable centre section (known as a "Surrey" top), was available as an option pre-dating Porsche's "Targa" roof by at least a year.

Whilst the same basic engine and mechanicals were carried over from the earlier TR2's and 3's synchromesh was added to 1st gear and an increase in capacity to 2,138cc and some minor tuning resulted in an increase of 5 hp to 105bhp. 40,253 TR4's were produced before the TR4 "A" was introduced in January 1965. The 4A featured Independent Rear Suspension, "borrowed" from the Triumph 2000 Sedan of 1963 and designed to improve the car's comfort and handling. A total of 28,465 TR4A's were manufactured before being replaced by the TR5 in July 1967.



Triumph TR5 / 250

From the introduction of the TR2 in 1953 to the last TR4A produced in July 1967 TR's all used the same 4 cylinder engine producing about 100bhp. Whilst the TR5 shared the same body shell as its predecessor a 6 cylinder 2,500cc motor, similar to that already used in Triumph sedans, was fitted. Mechanical fuel injection was employed and output was rated at 150bhp. Despite being both powerful and sophisticated very few TR5's were actually produced due to the new American emission rules which necessitated the engine being "de-tuned" and fitted with carburetors for export to the U.S. As a result sales were restricted to the local market, with only limited export, and consequently the TR5 has become perhaps the most collectable of all TR's.

The TR5's produced for the American market were known



TR4A in front of a TR4

as "250's" and in appearance differed only in badging and some body striping. The output of the "de-tuned" engine however was about the same as the 4 cylinder unit that it replaced. A total of 2,947 TR5's and 8,484 TR250's were produced before the TR5 was replaced by the TR6 in September 1968.

Triumph TR6

The TR6 was to be the last Triumph sports car developed from the original 1953 TR2. The first TR6 was produced in September 1968 and although it looked quite different to the TR5 only the bonnet and boot lid were entirely new, most other panels simply receiving a "facelift" by the German design firm of Karmann. Mechanically there were no changes with the 150bhp 2,500cc Lucas fuel injected 6 cylinder engine, 4 speed gearbox and Independent Rear Suspension being standard. Available options included wire wheels, overdrive and a detachable hardtop.

As with the TR5, to satisfy US emission control regulations, the TR6's built for the American market (some 75% of the total) were fitted with twin Stromberg carburetors in place of fuel injection. With a lower compression ratio (8.5:1 instead of 9.5:1), a milder camshaft and rated at 124bhp they were considerably less powerful than the European, and Australian, version. Nevertheless the car was a remarkable success and was produced with only minor changes for almost 8 years. In that time a total of 91,850 TR6's were manufactured with the last being produced on Thursday the 15th of July 1976.

Compiled by Ron Farrugia and Bruce Shaw for our 1990's Concours Photos by George Stephen



Paul Kavanagh's TR6

My TSOA History – Ray Cook



From TCCV member David Kelly:

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

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

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

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

This of course was before television and there was a certain feeling of pride if, as the car approaching, was first identified at the longest distance by either of us as it chugged up the hill toward us. Essex!! yelled one of us. No, Morris!! yelled another, and probably Triumph!! may have leapt from someone's lips only to find that as the said vehicle trundled passed it was a Plymouth or a Ford.

After a while we got quite good at this and it was a great way to while away



Ray in his TR3A Photo: John Easwood



Ray applying a bit of opposite lock at Warwick Farm in 1962 Photo: John Easwood

the post-school hours on a balmy Melbourne summer's evening.

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

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

At the age of 18, I was required by the

government to do National Service training which I served in the Artillery, and this exposed me to using various weapons, including the 25 Pound Cannon, a very destructive and accurate piece of firepower. As you can imagine this was a very interesting time in my youth and I made the most of the opportunity. After this stint I was ready to put a down payment on my first set of wheels and, in March 1958, I purchased a brand new VW Beetle. I lavished attention on this little baby and with a tweak here and there it was soon the car to beat in street racing (Illegal of course) against all my mates. We used to fang around East Malvern and had our favourite spots around Highbury Road and Springvale Road where there was nothing but orchards and open spaces in those days.

The next decision about changing to another car was after I turned 21. It was September 1959 and the Triumph



Ray's TR3A on the Portsea Ferry, Right Ray & Jan at a Cocktail Party. Photos: George Stephen

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

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

As I recall, my very first involvement with the TSOA took place only a week or two later as after I returned to my TR from the movies at the Glenhuntly Cinema. I found a card under my wiper blade asking me to contact a Mr Dick Taylor and would I be interested in helping to form a car club for TRs. After following this up I met several other keen TR owners and we set about obtaining a suitable meeting place for our club rooms. Without too much trouble we were offered the Canteen at Standard Triumph's Showrooms in Elizabeth Street, Melbourne. The very first official meeting to form the TSOA Melbourne was held in October 1959. There would have been about 20 people present and it was decided that, with a few modifications, the original Great Britain TSOA constitution would be adopted. A committee was formed and that was the start of TSOA in Australia and what, for me, has been a



48-year-plus unbroken association with it.

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

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

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

To be made a Life Member of TSOA in NSW in 1963 was the icing on the cake, and although it was a kind of labour of love to me, looking back over all those years, of being a part of the beginnings of this now very successful club, gives me a great deal of satisfaction. I have had so many wonderful years and made so many great and lasting



David Kelly's car on the left alongside Ray's taken a few years back

friendships. It would be remiss of me not to mention the absolute unending support of my partner in crime and my beloved wife, Jan, who over all those years has been by my side come thick or thin, and to whom I owe an enormous amount of gratitude. It has often been said, and I believe it is true, that "It's not so much what you have achieved, it is more to do with the journey."

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

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

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

Regards to all.

Ray Cook TR111A
From TCCV member David Kelly

NB: Ray has been a continuous member of TSOA since he joined in 1960.

COMING SOON

A3 poster
Celebrating
50 Years of the
Triumph Stag

Produced by
George Stephen
\$20ea with
\$5 going
to the club



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- A maximum of 3 books or items may be borrowed at any one time, for a maximum of 2 months.
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TSOA Club Librarian

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WANTED!

Triumph Stag Books

The Club Library is looking for donations of Triumph Stag Books in order to increase its offerings.

In particular, two books written by James Taylor - "The Triumph Stag - The Complete History" &

"Original Triumph Stag - The Restorers Guide". If you have a copy of either of these texts you are willing to donate to the Club Library, please contact the Librarian - Larry 0402 122 569.



Practical Classics & Restoration Show 2024

Held at the National Exhibition Centre (NEC) in March each year, this show goes from strength to strength and now spans three of the huge exhibition halls.

All the major car clubs have a presence with the focus on the practical side of classic ownership with display stands undertaking re-trims, engine/gearbox

swaps or suspension rebuilds – all live for visitors to watch.

Practical Classics (Magazine) is the principal sponsor and have a live stage area with discussions and interviews with motoring celebrities such as Ant Anstead, Derek Mathewson, Richard Hammond etc.

There was a classics auction with around 100 lots to sell, a 'barn

find' display of old wrecks ripe for restoration and huge autojumble with lots of bits you didn't even know you needed. The Sporting Bears charity run a 'Dream Rides' area where, for a donation, you can be taken for a ride in the car of your choice – from a Model T Ford to a Ferrari F40.

We bumped into this nice chap on the TR Register stand – seemed familiar somehow...

My 'Star Find' in the autojumble was an RAC Welcome Pack dated 1966, complete with window sticker and special key for the emergency phone boxes.

If you ever find yourself in the UK in March, this show is definitely worth a visit.

David Beardsley



22-24 MARCH 2024 • NEC BIRMINGHAM

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Over 40 years experience, race car preparation, servicing and restoring TR2 to TR6. We cater for all mechanical aspects, Spitfires are also welcome.

Contact: Geoff Kelly 03 8774 4154

Email: the4kellys@dodo.com.au





Mike's brief report

Having the 5 at the show was a surprise to me and a delight to the visitors at the show. It was my first opportunity to see it in a display environment and take time to soak it all in. It was a hard road getting it finished and shipped to the UK but all worth it now.

The show was magnificent although I was tied up with the 5 as it attracted a lot of interest. In fact I was delighted with the friendship and support from the friendly crowd.

Mike Bindon



Mike Bindon's TR5 at the Show



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GTK – Bob Morrow

What was your first car?

1947 Standard Flying 14, then a MK4 Jaguar, Renault Fregate, then the TR2

How did your interest in Triumphs start and what was your first Triumph?

My favourite car as a youngster was the Austin A90 Atlantic. Then the Austin Healey but my father took me to Albert Park & I saw Doug Whiteford win the Victorian TT in a TR2 blowing several Healeys away. I was hooked.

What is your history of Triumph Cars?

My first was a TR2 that after about a year was damaged & then badly repaired, I sold it. I then had a Spitfire Mk1, Mk3 & then the TR6 which I bought in 1977 & still have. Owned & raced a Mk1 Spitfire Also owned 2 x 2.5 Pls

Do you know the history of your car/s? (ie where it came from, previous owners and anything interesting?)

No, nothing interesting but not in a real good shape, my TR6 cost me \$2750

When did you join TSOA? How did you find out about us? Are you a member of other car clubs, if so what club/s and other cars you own? What other cars are in your garage – list all if you want to, is the family car. Any funny car stories?

I don't know how I heard about TSOA but I joined in 1963. I am a long-time member of VHRR & I own a Lexus RC350. Funny car stories – you're joking, 100s of them.

Probably the unfunniest was 1967 was the last time you could race without a roll bar so I entered. Come 1968 I was asked if I was going to run again but I couldn't afford a roll bar.

Someone said that John Gourlay was making a roll bar for his Spitfire & someone else & maybe he could make 3. He said he could but he would have to bring the extra 2 up to Winton. When he turned up, he only had 1. So, the other bloke & I had to bolt it in mine, me go through scrutineering unbolt it, bolt it into his, he goes through scrutineering, he practices, unbolts it, I bolt it & practice etc., etc. all weekend. Not only that but John had supplied the nuts & bolts & in true Pommy tradition they were 3 different sizes so we needed 6 spanners.

Tell us about yourself?

Born in Richmond lived in Brunswick until 8, moved to Ashburton got married in 1967 {Spitfire was honeymoon



car to Surfers Paradise} moved to Box Hill, Ringwood then Eltham. Various jobs in Insurance, Public Service, Work Study, Personnel Consultant, Sales, Management, Bob Jane, Franchisee & various businesses. What do I want to do – I think I've done it.

What highlights, benefits and enjoyment have you had/gained from being in TSOA?

Highlights are manifold.

Participating in Motor Racing through the 6-hour Races. From 1967 I did 4 6-hour races & managed our teams for a number of years. This led me to race various cars over the next 37 years.

Had a million laughs

Made friends that I still have over 50 years later, some of them interstate

Bob Morrow Life Member



GTK – Alister Ondarchie



What was your first car?

1972 Datsun 1200 Coupe. It was my sister in laws first car, without revealing her age, that she got when she was 18!! It was good for 100mph which you could do on the highway into the Yarra Valley before the spoilsports started running around with radar guns in the late 80's

How did your interest in Triumphs start and what was you first Triumph?

Interest in Triumphs goes back to when Keith got his first Stag, which he still has. It has a 4.5 Rover V8. It's great in a straight line but doesn't stop or go around corners very well!!

What is your history of Triumph Cars?

Whilst living in Scotland in the early 00's I came across a TVR in our work car park. I found the owner, Andy, who took me for a drive. He let me have a steer and I was hooked. Not long after I became the owner of my TVR Griffith. I still have it and upon shipping it back to Melbourne I started sprinting it with MSCA. It got registered on a Thursday and I ran it at MSCA Winton on the following Sunday.

I did retire the TVR from regular track activity once I bought my Winchelsea Wedge Works TR7 race car, affectionately known as 'Canola Yellow'. That said I've still used the TVR on a few occasions for our TSOA relay teams at Sandown and Winton.

Do you know the history of your car/s? (ie where it came from, previous owners and anything interesting?)

Canola Yellow was originally built



as a race car by David Kelly and Ross McKinnon. At our monthly club meeting one evening David announced to the group they were selling 'the race car'. I whispered to David that I might be interested. I received a call from David at 7.30 the next morning and the deal was done. How could I resist my mate David saying 'Al, we want you to buy it, we know you'll use it'

It's fair to say it's had a little bit of development since I took it into my care in 2010. I'm very lucky that Chris Swingler has been my mentor, driver coach and is responsible for the engine and chassis development over the last 14 years having originally built the engine for Ross and David. I feel very honored to have the car, as it's been a great club car with all involved enthusiastic TSOA members.

Over the years it's undergone a

few subtle changes to improve the performance. When I first drove the car at Phillip Island with MSCA my fastest time was 2min 10 seconds. At that point we set the goal to improve the car and myself to achieve times under 2 minutes. To have a 4-cylinder lap PI in under 2 minutes is recognised by many as an excellent lap time. At my last outing prior to Christmas I was circulating under 2 mins for each of my racing laps with several 1 minute 56 seconds lap times. A few V8's struggle to do this. None of this would have been possible without Chris's time and effort developing both the car and the driver. How lucky am !!!

When did you join TSOA? How did you find out about us? Are you a member of other car clubs, if so what club/s and other cars you own? What other cars are in your garage – list all if you want to, ie the family car. Any funny car stories?

I joined TSOA in early 2005 having returned from working in the UK. And have been an active member ever since. I enjoy the involvement, camaraderie and having the opportunity to make life long friends with many people. So many great people and characters. I attended my first TSOA club meeting at the Whitehorse Inn, Hawthorn.

There lots of great stories of my time with TSOA and no doubt there'll be many more to come. Being awarded Life Membership is a very humbling



honour. Whilst pictures of the cars I've been lucky enough to drive in anger adorn my office wall, the centrepiece is our Team Triumph win at the 2021 Sandown 6 hour. I was lucky enough to be a driver that day in my TVR.

Another great memory was attending our 50th anniversary celebration at what was AMI in Elizabeth Street, Melbourne on a Thursday night in 2009. From there we went to Winton the following day for the annual 6 hour. I was Team Manager and we dedicated our participation to Bruce Shaw. We had 2 teams and we Won!! True Story...

Tell us about yourself?

I'm a Melbourne lad, born and bred. I have been lucky enough to live and work interstate and overseas, however Melbourne has always been home. I've spent my career in Financial Services and now run my own practice as a Financial Adviser. I'm passionate about ensuring my clients are well looked after.

Our children are now all grown up and my first Grandson, Ky, arrived earlier this year. That's pretty cool.

My wife, Pete and I live in a house with lots of empty rooms now with 3 dogs, Marli, Patch and most recently Milo. We've agreed we need a smaller house with a bigger garage!! Maybe soon.

What highlights, benefits and enjoyment have you had/gained from being in TSOA?

I enjoy motorsport and the social gatherings. The biggest highlight for me is the people I've been lucky enough to meet along the way and now consider friends. Since the day I first joined TSOA I've always felt welcome and see it often when new members attend a our monthly meetings. It's a great credit to the club.

It amazes me at our relay events that TSOA always has the biggest contingent of team members involved to make the event a success. We get noticed by many other envious clubs. Long may it continue.

**Alister Ondarchie
Life Member**



Gear Box Cover

The Spitfire and TR transmission cover is made from a fibre board composite.

After some 50 years it has probably deteriorated, particularly if the engine or gearbox has been removed and replaced at some time.

If the cover is still original and you wish to retain it then it often can be repaired with a fibreglass repair kit (from eg. Bunnings). To ensure a tight seal then use some angle strip, either galvanised steel or aluminium, on each side.

Philip Johnstone



New process for TSOA club plate scheme ("CPS") – new applications and renewals process

Renewals:

Renewals will be processed, but only under the following guidelines:

1. The vehicle owner **MUST** fill in the Vehicle details – the VicRoads form is an editable form and may be completed by hand or electronically.
 - a. Electronic version: Download, complete and save it on your system/computer, and forward to TSOA's CPS Officer as an attachment to an email: cps-1@tsoavic.com.au or
 - b. Hard copy: Fill it in and send it by mail P.O Box 201 Park Orchards. Vic. 3114. **BUT PLEASE include a stamped self-addressed envelope.**
2. Upon receipt he will sign and return the form to the vehicle owner, subject to the vehicle owner being a financial member of the club. If the vehicle owner is not a member (including those members whose membership has lapsed) the form will **NOT** be processed.
3. The member can then submit the signed form to VicRoads using the online renewal portal, by mail or at a customer service centre – if they are operational.
4. This process is in place to protect us all. Please, You **MUST NOT** turn up at the CPS Officer's place of residence and expect to get your forms signed.



5. You can still mail the forms to the CPS Officer, but the new Online Renewal Portal will minimise handling and postage and should be used in preference to mail.

VicRoads ONLINE PORTAL

The following was provided by VicRoads, regarding the new facility to pay club permit renewals online. This feature is available from 31st July 2020.

1. Renewal notices will be posted to permit holders as normal.
2. Changes to permit details cannot be made online. For changes, call the VicRoads contact centre on 13 11 71.
3. Paying your permit renewal online: Online renewal (Online Renewal Option) will be available through the myVicRoads portal account from 31 July 2020.

The link to set up your myVicRoads account is:

<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

4. The Club Permit Scheme vehicle will only be displayed in a customer's myVicRoads account if the vehicle is linked to a VicRoads Client ID

(licence/client number).

5. If club members want to use the Online Renewal Option and do not see the Club Permit Scheme vehicle in their account at the time of renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked to VicRoads account.
6. The other options of renewing at a Customer Service Centre or via mail, will continue to be available. However, some of the services at the Customer Service Centres may be currently disrupted due to the COVID-19 restrictions.
7. There is also a new club permit endorsement form to endorse a vehicle requiring renewal.

An authorised club representative will need to sign this form and return it to the customer to attach it with their online renewal application. This form will be available on tsoavic.com.au website.

Link to the club permit endorsement form.pdf – Link to the form on tsoavic.com.au

**For more information contact:
Ian Cowie Club Permit Scheme
Co-ordinator mobile: 0409 694 409**

Window Winder knob



Have you noticed the knob on the window winder handle is getting looser? If you look carefully you will see that the knob is pretty much sealed up with no way to easily open it up to insert a washer.

But there is a simpler fix. Just take a sliced bread bag tag and trim it to size with some scissors and slide it in. These tags are typically about 0.030 inch (0.762 mm) or 1.27 mm thick. The 0.762 mm is usually all that is needed to tighten up the knob. The cardboard tags are weak and not suitable.



Cut it to a diameter of about 18 mm and then use a black indelible marker to make the edge black where it becomes invisible when fitted. You will need to trim the slot in a couple of steps. You might also need to slightly trim the internal fingers for a snug fit. Usually the passenger window suffers less wear but make a spare while you have the dimensions.

Philip Johnstone



A ground-up restoration!

UNIQUE CARS

Club Offer

You're invited to join Australia's biggest classic car community with **30% off subscriptions** to Unique Cars Magazine.

We're not just any publication. We're talking about captivating stories that will transport you into the world of big-dollar restorations and ingenious home builds.

Use code **CARCLUB** at subscribe. tradeuniquecars.com.au to save up to \$50 on subscriptions.

Published 13 times per year, readers prepare for an exhilarating ride through the world of classic and muscle cars in Australia and beyond. Subscribers also gain access to a thriving car community and up to date market trends.

Thanks for supporting Unique Cars Magazine.

Kind regards,
Angelo Loupetis
Editor

AOMC Carbon Offset Program

The Association of Motoring Clubs (AOMC), in partnership with Greenfleet, is proud to announce a new initiative where motoring enthusiasts can support green programs in Australia through a carbon offset scheme.



BUY A CARBON OFFSET to demonstrate to Vic Roads that AOMC members are doing their bit for the environment! The annual tax deductible carbon offset fee for a collectable car is very cheap, \$18 for 3000 km/year and \$36 for 6000 km/year.

Your support of this program demonstrates the enthusiast movements commitment to both the environment and the preservation of moveable cultural heritage and allows the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part

- Nominate how many kilometres you will travel each year in your historic vehicle(s).
- Pay a small annual fee to offset the carbon generated.
- It's that simple.

GreenFleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 GreenFleet has planted over 10 million trees creating 500 native forests and your support enables this fabulous work to continue and thrive.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

Thank you for helping to grow climate hope by offsetting your historic vehicle's carbon emissions today.



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

BUY, SWAP, SELL AND WANTED

FOR SALE

1968 Triumph TR5

\$79,000 ONO

One of 71 TR5's originally delivered to Australia & owned by us for the last 16 years. Royal blue in colour, this is a matching numbers car that apart from a few features is in mostly original condition. This is not a concour car but it is in very good condition & has been well maintained during the year of our ownership. Unfortunately, due to a lack of use it is in need of a new home.

Surrey Top, 2.5 litre 6 cylinder engine with Lucas fuel injection , 4 speed gearbox with over drive

TR6 Group S log booked Race Cars

We have available for sale 2 TR6 group S CAMS log booked cars which can also be used for MG racing or super sprinting. Both cars were professionally built from scratch using original TR6 cars. The cars have always been professionally maintained, they are prepped & ready to go racing. Both cars are in excellent condition but have been idle for the last few years & need to be used.

TR6 No. 84 \$45000 ono

TR6 No. 78 \$45000 ono

For more information please call Glen Coutinho on 0418640188 or email glenkoutinho@hawgood.com.au



FOR SALE

Air conditioning radiator and fans for a TR7

\$50 ono

**Call David
0439 872 723**



WANTED

TR4 Bonnet

Contact Keith Ondarchie

0411 557 720

FOR SALE

1961 TR4, Red

Excellent Condition **Asking Price \$36,000**

**Paul Waincott
paul@glenmist.com.au
0400832200**



BUY, SWAP AND SELL

FOR SALE



Triumph Sprint Long Engine \$1,600 ono

Whether you are maintaining a Dolomite Sprint or if you're campaigning a TR7 in track competition then here is a much coveted Dolomite Sprint Long engine, Complete Head and Bottom End, to compliment that competition package.

Was running but maybe a good candidate for a rebuild. Suit yourself.

These are getting harder to come by, so maybe just grab it for a spare.



Triumph Sprint SU Carbies/Manifold \$300 ono

Ad this to your collection of spares, they never go sparingly. These are a set of Dolomite Sprint SUs and Manifold, pretty much complete, except the thermostat cover, which are readily available I believe.

If you're maintaining Dolomite Sprint or even a

TR7 Sprint for that matter this a must for your spare collection.

Where in running order, maybe a good candidate for refurbishment.



Original TR7 Air Con Compressor and Condensor with Fans Setup \$600 ono

Well here is something you don't see every day, an Original, almost complete Air Conditioning Unit for a TR7. Inclusive is the Compressor, the Condensor with Dual Fans setup Rig, This was Original Equipment, coming out of a Californian Delivered 1979 TR7 Convertible. It was in full working Order, I did a V8 Conversion on the car and wasn't going to worry about putting the air Con back in, so here it is going spare.



TR7 Engine Complete, 31,000 kms Old \$2,500 ono

When I say Complete, I mean completely complete, it is the whole engine with all ancillaries set to go.

The previous owner had this engine completely rebuilt by General and Sporting Automotive, have proof of receipt to show, total bill

was within the vicinity of \$4000. So when the engine it come out, it had only done approximately 31,000 Kms.

The previous owner was fastidious in maintaining it, I have a book of receipts that document the money that was spent on maintaining the car and this engine.

The engine became surplus as I did a V8 conversion on the car and hence a perfecting well running engine has just sat. My idea was to one day find a TR7 with a no good engine, but body perfect, type of situation and just drop the motor and plug and play!

So if your looking for a straight drop in replacement TR7 engine then this is it.

For more photos and details contact Scott Rankin 0414 578 990

FOR SALE



TR 6 original Steering Wheel, retrimmed in Alcantara. Never used. \$500.00



4 x TR 6 Wheels with the correct size tyres (165 / 80 R15) Tyres less than 5% worn. \$500 the lot.

SOLD all previous items advertised

**Graeme Haymes
gnhaymes@optusnet.com.au
0407 365 959**

WANTED

WANTED

Wanting to buy A Dorian Lap Timer.

Anyone ahve a Dorian they no longer require?

**Peter Byrnes
redstag@gmail.com.au
0429 389 878**

WANTED

Chasing seat frames for TR5/250

Please contact me if anyone knows of one for sale.

**Rob Johnson
rob@rojodevelopments.com.au
0411 3151 747**

WANTED

Wanting to buy a TR250 project car.

Please contact me if anyone knows of one for sale.

**Ron Corso
ron.corso@unisa.edu.au
0417 891 810**

BUY, SWAP AND SELL

NB: From this issue forward For Sale and Wanted Ads will now run for 2 editions of TRaction and 3 months on the Website unless the editor is notified. Non-members will be charged \$20 for a mag advert for 2 issues & \$20 for the website for 3 months.



FOR SALE

Set of 4 Superlite Wheels \$600
15 x 8 inch, with zero offset, 4-stud pattern with PCD of 95.25mm, to suit TR7 or MG. They have been little used and are in excellent condition.
Contact Ed on 0407 661 905.

FOR SALE

1979 TR7 \$22,000. Negotiable
Factory convertible, complete bare metal restoration by owner. Sherwood Green, beige interior, good condition, 6 stacker Disc player, electronic ignition, central locking.
On Club Plates. All papers and import papers and engineers certificates available. Previous

winner of Concours and show and Shine. Very reluctant sale!

John Seeley
0491 107 869



FOR SALE



TR6 Hard Top Glass \$150



Coolair intake \$100
Steering wheel \$50



TR7/8 Body kit \$450 or best offer

TYRES
SIZE: 190/50 R15
PRESSURE AT FRONT: 24 PSI
MAX. LOAD: 1000 KG
VEHICLE W/ WEAR: 25 PSI
VEHICLE CAPACITY AT 100%
DESIGNATED SEATING: 2 FRONT

IN CASE OF HEADLAMP MECHANISM FAILURE
TO RAISE THE HEADLAMP: 1. DISCONNECT THE RED 3-WAY ELECTRICAL PLUG BEHIND THE HEADLAMP PANEL IN THE ENGINE COMPARTMENT. 2. TURN THE KNOB ON THE END OF MOTOR (BENEATH THE HEADLAMP) TO THE LEFT.

WARNING
ENSURE THAT PIPE FROM MANIFOLD INLET TUBE IS CONNECTED SECURELY TO THE BLACK SPIGOT OF THE TEMPERATURE SENSOR

IMPORTANT UNIPART
WE ONLY SUPPLY BRITISH LETYLAND OR UNIPART PRODUCTS AS REPLACEMENTS. Legislation in the United Kingdom requires that all components must conform to the standards of the British Letyland or UNIPART APPROVED PRODUCTS

IMPORTANT
ALL BRAKE AND CLUTCH COMPONENTS ON THIS VEHICLE HAVE METRIC THREADS AND MUST BE SERVICED WITH PIPES HAVING THE APPROPRIATE END FITTINGS

INSTRUCTIONS HOOD STORAGE
1. RELEASE HEADER RAIL FROM WINDSCREEN FRAME BY TURNING 2 CATCH LEVERS TOWARDS INSIDE OF CAR AND PUSH HEADER RAIL UPWARDS. SECURING SIDES OF HOOD TO BODY.
2. FROM THE OUTSIDE OF CAR RELEASE 8 FASTENERS (4 PER SIDE).
3. LIFT HEADER RAIL UPWARDS AND PUSH REARWARDS AT THE SAME TIME. PULL HOOD COVER REARWARDS BY HOLDING FLAP AT TOP OF BACKREST. THE BACKLIGHT AND QUARTERLIGHTS SHOULD THEN REST ON TRUNK LID AND NOT TRAP FEET UNDER HEADER RAIL.
4. ENSURE HOOD IS FLAT THEN FOLD REAR QUARTERLIGHTS INWARDS ON TOP OF COVER, THEN FOLD BACKLIGHT FORWARD ON TO HOODSTICKS BEHIND THE SEATS.
5. FASTEN STORAGE COVER.

VEHICLE EMISSION CONTROL INFORMATION
TRIUMPH TR7
TRIUMPH MOTORS
BRITISH LETYLAND UK LIMITED

ENGINE SETTINGS

ROCKER CLEARANCE (COLD)	1, 3, 4, 2
CONTACT BREAKER GAP	0.87 (2.2 mm) INLET -0.18 (4.5 mm) EXHAUST
SHOULDER ANGLE	0.16 - 0.18 (25-40 mm)
IGNITION TIMING (IDLE)	30°-40°
IGNITION TIMING (START)	10° B.T.D.C.
SPARK PLUG TYPE	100% B.T.C.
SPARK PLUG GAP	CHAMPION, N 12Y
IDLE SPEED (NEUTRAL)	550-600 R.P.M.
FAST IDLE SPEED (COLD)	1100-1300 R.P.M.
IDLE Mixture (N 100)	2.4-4.0%

PT No UK 0246

TR7/8 Decals \$30



TR7 V8 Decal \$15 ea



TR8 Spoiler \$80.
Brian Taylor
scotlynn@bigpond.net.au
0400 309 747

FOR SALE
Small Indoor Car Cover
Very Good Condition, colour brown \$50
George Stephen
traction@tsoavic.au

BUY, SWAP, SELL AND WANTED



Phillip Island Classic 2019, lap time 2.00.16 (Held up in the windy part by V8's)

Ready to race.

2018: Complete engine refresh. Enhancement of Injection system, ignition and timing.

Motor Sport AU approved replacement of original equipment drive shafts and hubs with CV jointed and full floating hubs.

This work resulted in 2 seconds off lap times Phillip Island and Winton Long.

Close ratio gear box now fitted with J Type over drive (modified in the UK)

Not raced since Q4/2019.

Full specs and race package available to genuine buyers

You Tube videos:

<https://www.youtube.com/watch?v=FSQPgJuLjoo>

Our son driving

<https://www.youtube.com/watch?v=i4dxUCVq8pA&t=4s>

They sent me out back of grid to qualify. damp track with a dry line. The PI handles the wet very

well.

And also FOR SALE

A Type OVERDRIVE (complete including gear box main shaft) AUD \$4,000

J Type OVERDRIVE (requires main gearbox shaft -approx AUD \$500) AUD \$3,000

Both professionally refurbished by known businesses within the Historic Race car fraternity. Tested but not used in racing.

Ian Watt

+61 408 431 023

Email

ian.watt@nexttradeworld.com



FOR SALE

TRIUMPH MKII 2.5 PI Group Nc Historic Touring car. AUD \$45,000

Motor Sport Australia (CAMS) Log booked since 2002.

Genuine PI (1969), bare bodyshell ground up build (Sandblasted not acid dipped).

Replicates the 1970 Bathurst Brian Culcheth entry and the same model that finished 2nd. (Culcheth & Johnstone) and 4th in the 1970 London to Mexico world rally.

Recent results.

All Triumph Challenge 2019. 3rd. 1st. 2nd. of the 3 events. Beating well developed TR6's and V8 powered TR7.

Payments: A deposit of \$325 will be due on 28th Feb 2024, then three \$325 instalments on:

2nd instalment	30th April
3rd instalment	30th June
Last instalment	31st August

There are two competition events, one will be a regular sprint.

The other a fun event that all national delegates can enter with their Triumphs. No rollbars required and we encourage everyone to have a try.

There will be an additional cost for the two events which will be advised at a later date.

View a detailed presentation of the rally [HERE](#)

Those wishing to attend the rally [REGISTER HERE](#)

We have reached our target registration of 90, however still register, and you will be placed on a wait list and will be advised when a vacancy is available.

For any questions phone: Ron Marian 0408851445



**TRIUMPH SPORTS OWNERS ASSOCIATION
WESTERN AUSTRALIA**

The 43rd National TSOA Rally will be in Albany Western Australia.

The dates for the rally will be from **Saturday 19th till Sunday 27th October 2024.**

The WA committee have chosen Albany for its historic relevance and the beautiful scenery in the Great Southern region surrounding the town.

Pricing will be \$1300 per person based on twin share. Single delegates may need to pay additional costs or advise if they will be willing to share a double bedroom unit.

Your Nationals Meeting Cost Includes:

- 8 Night's accommodation with

cooked breakfast each day (Saturday will be Brunch at alternate venue)

- Sundowner drinks and Welcome Dinner-Sat 19th
- Show & Shine and evening Sundowner and Dinner-Sun 20th
- Two competition days (Light Lunch) evening Drinks and Dinner-21st and 24th
- Observation Run and Lunch, Free Evening-Tue 22nd
- Free Day and evening Sundowner and Dinner - Wed 23rd
- Run and Lunch, Free Evening-Fri 25th
- Brunch (no Hotel breakfast), Sundowner and Presentation Dinner-Sat 26th
- Departure after Hotel Breakfast -Sun 27th

ATTENTION CLUB PERMIT HOLDERS

Club Membership fees will be due on the 1st of July each year.

As a Club Permit holder you must be a paid up financial member of TSOA if your vehicles Club Permit is with TSOA.

It is a VicRoads requirement that we TSOA notify them of any non-financial Permit holders. Therefore it is important you pay your membership on time.

If you have any questions. TSOA Membership contact:

Danny Holohan, email:
members@tsoavic.au

The Club Permit Scheme contact:

Ian Cowie
Phone: 0409 694 409



The complete range of Michelin Classic Tyres now available. Fresh stock at competitive prices.



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Drive Your Triumph Day



British Motor Museum Gaydon



Anne Veijo Lanki
Spitfire Kotka Finland



Stu Bowen 1954 TR2 Bethlehem SouthAfrica



Betsy Gelotte TR3
New Jersey



CANPRO FEATURES

- Based on European Design
- Cam Down Filling Valves
- CO2 Purging
- Siemens PLC & HMI
- Undercover Gassing
- Bubble Breaker
- German Made Chucks & Rollers
- Stainless Steel Base Frame
- Auto Lube System
- Speeds from 6,000 to 72,000 CPH

SPLATT ENGINEERING

Mulgrave, Victoria
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www.splattengineering.com.au

