

TREND

MAGAZINE QUEENSLAND



APRIL 2023
ISSUE!

INSIDE...

DRIVE YOUR TRIUMPH DAY 2023



BAYSIDE RESTORERS RALLY SNAPS

AGM ANTICS





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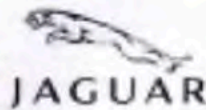
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The committee has therefore determined that the cost of a full-page advertisement will be \$100 paid annually (plus any artwork costs unless finished art is supplied). Please contact the editor if you wish. To book a page for your business

For Sale or **Wanted** ads remain free to club members

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APRIL
-JUNE



TR **TREND** EVENTS...

01/04/23 *Cars & Coffee* - Coorparoo @ 06:30am
02/04/23 *Monthly Gold Coast Run* @ 09:00am
08/04/23 *General Meeting* @ 09:00am
09/04/23 *Cars & Coffee* - Samford @ 08:00am
11/04/23 - 20/04/23 *Ken's Western TT*
15/04/23 *Cars & Coffee* - Taigum @ 07:00am
16/04/23 *Brisbane's Monthly Drive* @ 08:00am
30/04/23 *TR Register Coffee Catch Up* @ 08:00am

06/05/23 *Cars & Coffee* - Coorparoo @ 06:30am
07/05/23 *Monthly Gold Coast Run* @ 09:00am
14/05/23 *Cars & Coffee* - Samford @ 08:00am
20/05/23 *Cars & Coffee* - Taigum @ 07:00am
20/05/23 - 21/05/23 *QHMC Motoring Day*
21/05/23 *Brisbane's Monthly Drive* @ 08:00am
21/05/23 *David Hack Classic Show* - Toowoomba
28/05/23 *TR Register Northern Run* @ 08:00am

03/06/23 *Cars & Coffee* - Coorparoo @ 06:30am
04/06/23 *Monthly Gold Coast Run* @ 09:00am
11/06/23 *Cars & Coffee* - Samford @ 08:00am
16/06/23 *Brisbane's Monthly Drive* @ 08:00am



A friendly reminder, as suggested by the lovely Joan at the AGM, all *TSOAQ* members with badges are now required to wear them at each meet they attend or else a gold coin donation is required into the hat!

At the end of the year *TSOAQ* hope to double the money and donate it to charity



THE PRESIDENTIAL ADDRESS

APRIL 2023

It is often a practice for these columns to be given a clever title to attract members' attention so I have done it. Hopefully, I have got your attention! It won't be a Trump style address though.

Thank you to those members who voted with their feet (or proxy) and elected a new Management Committee and Model representatives. The status quo didn't change too much but the two main changes are that we have Peter Connor back on the Committee as Vice President and Ellie Holtby takes over from Cliff Chambers as Editor of TRend. You are reading her first TRend right now! We welcome them on board and look forward to a productive TSOAQ working year.

My President's Annual Report will be available on the club website. In it you will be able to see an outline of what lies ahead for us in 2023. In short, there is plenty going on and as always you are encouraged to participate whenever you can. Making a statement like that leads me to reflect on the situation we have as a club, namely that some of our members are quite remotely situated in relation to Brisbane and many others are scattered along our south east coastline. In the past the Committee has often reflected on that situation and addressed ways to deal with it. We can't change it, but we do our best to reach out as far and as often as we can.

In the last two years we have had July weekends away. We find they are a good way to reach out and we have been north and south and this year we are going west with the Toowoomba Range Tour. The cool/cold weather is usually dry and the combination is kind to Triumphs, their drivers and passengers. It makes for a good event not to be missed.

With no MACS this year we can devote our attention to celebrating 100 Years of Triumph cars. Look out for future announcements about that event. You are also urged to get your Triumph in tip top shape as we expect the event to be a good promotional opportunity for our cars and our club.

Both MACS and our hosting of the 2024 Nationals will be in need of our attention. We always need members to help with preparation for these events and if you can help it goes without saying that we are very happy to hear from you.

Finally, I just want to reflect on members and friends of TSOAQ that are in our thoughts. We are especially mindful of those who have suffered recent bereavements in their families and also those who have been, or are currently, undergoing medical procedures. Those who are battling long term medical issues deserve a special place in our thoughts and we wish them well.

As we move into each new year we habitually look forward to it being a good year. The TSOAQ Management Committee plans activities involving Triumph cars as a car club, but importantly, I feel enjoying the time we spend together as individuals is the essential element in making what we do worthwhile and worthy of our participation. Lets look forward to 2023 with that in mind.

Regards,

Frank.



ELLIE'S EDIT...



Hello everyone, Ellie the new editor here and I would like to start off my first issue of TRend by saying a very big thank you for allowing me to have this opportunity and yes, the rumours are true, I really don't know too much about Triumphs. This issue of TRend may be a little underwhelming, however, once I get into the groove of things and learn a bit more I hope to produce better. Currently I am studying a Bachelor of Creative Writing at University so am hoping my passion for words, boggled 'beginning of Uni semester brain' and my somewhat limited but forever growing knowledge of cars can harmonize as one in these newsletters to come.

Big boots I have left to fill with Cliff deciding to throw the keys over as editor. I'm afraid the adventurous Tarantino style stories may seem a little lack lustre along with his unmatched knowledge and witty humour. Nevertheless, he has left me a plethora of useful resources as well as always offering a shoulder to cry on when ideas get scarce. Cliff thanks again and I hope I can make you proud.

Now, as some of you may know the reason behind my dad (Darren) and my self's recent membership is due to the purchase of a 1970 GT6 Mark III. Now, as some of you may ALSO know, that GT6 has woefully been stuck in the garage with a puddle of oil below its belly since the initial 'whip around the block'. The first few meets we have attended have thus been in the comfort of the air-conditioned family Pajero accompanied with the repeated wistful sighs from Dad of "Oh do you think we could have made it in the GT6 Ellie?" Every 10 minutes from North Lakes to Carindale. However, after our return of a very nearing family trip to New Zealand in mid-March, we are keen to get the leak patched up and the GT6 as shiny as Dads forever balding head. Stay tuned for the entire process in the next quarterly issue. I wish everyone a well and Happy Easter. Drive safe and speak soon, Ellie.

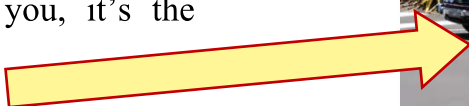
2023 ANNUAL GENERAL MEETING



A sunny Saturday morning saw this year's AGM be a splendid success. Not too much change occurred within the committee, encouraging friendly, familiar faces to stick around for another year or two. Everyone conversed over some refreshing cold drinks and hot pizzas. Before we knew it a now sunny early afternoon was upon us which proved for excellent driving weather for the trip home with full bellies.



Spot the odd one out in this picture...got you, it's the yellow one!





BAYSIDE RESTORERS AUSTRALIA DAY RALLY



The Sun was shining bright at this Year's Bayside Restorers Australia Day Rally. A small group of our members met at the Cleveland McDonalds before heading off in convoy to salivate over a free sausage sizzle and lots of shiny classic cars.



With only four or five members from TSOAQ there on the day (Frank excused due to an unfortunate breakdown enroute), it would always be welcomed to see a bigger representation of the club at next year's event.





A family friend (*frenemie*) with his recently purchased 1976 MG BGT, which drew in lots of interest on the day.

DRIVE YOUR TRIUMPH DAY



Fox and Hounds at Wongawallan in the Gold Coast Hinterland made for a lovely pit stop for lunch on **Drive Your Triumph Day**. The event resulted in an impressive turnout, with the group's Triumphs complimenting the already scenic carpark.



Our very own Secretary Mike Taylor 'filling' in time at the dentist with his Stag on Drive Your Triumph Day, I'm assuming the appointment must have been at 'tooth-hurty'. Mike takes the 'crown' for this image.



Watching the Market Move

50 Years of Change by *Cliff Chambers*

"Part One"



Anyone who has been around cars since the 1970s will have witnessed continual shifts in the value of vehicles that we today regard as 'classics'.

Before 1960, older cars that had been preserved would be described as 'vintage' or maybe 'antique'. The term 'classic' didn't become common until used in the titles of books or specialist motoring magazines. And a lot of the models that are now valuable and revered were anything but.

Cars that grew into the classics of today generally date from the end of World War 2 into the 1990s. Models built after that which might spark enthusiast interest might be called 'Modern Classics'.

People had been acquiring collections of interesting vehicles almost since the car was invented. Idols from the era of silent films raced their fearsomely expensive Duesenbergs and SSK Mercedes through the hills surrounding Hollywood. Cashed up entertainers like Elvis Presley and Frank Sinatra owned fleets of luxury and sports models that constantly changed and expanded.

Collecting became more widespread during the 1970s when a sudden spike in fuel prices caused by the OPEC oil embargo got people thinking that the automotive age might soon be over. Fuel shortages prompted governments to introduce restrictions on vehicle use, reducing speed limits and increasing taxes.

Across the world came more intensive regulation of car design and controls on engine emissions. Older cars and motorcycles were generally exempt from retrospective safety laws or emission controls and motoring enthusiasts responded by becoming more attracted to these vehicles.

By the 1980s, any chance that the United States would return to its gloriously unregulated 'muscle car' era was looking forlorn. In addition, a lot of significant cars that had survived from earlier years were under threat. 'Cash for Clunkers' and 'gas-guzzler' laws specifically targeted older models with big engines, so finding ways to preserve them became urgent for many US enthusiasts.

Another place where older vehicles came under serious threat was Japan. The rules are different now but for a long time the country's system of intensive roadworthiness inspections once a vehicle reached five years of age was seen as a strategy for removing older cars from the road.

In order to save them, many cars and 4WDs became used exports to various markets including New Zealand, Australia, Britain and other parts of Asia. Those that remained were often not Japanese at all but high-profile brands such as Jaguar, Aston-Martin or Ferrari and owned by people with the money to comply with the rules...***to be continued in the next issue of TRend.***



Coffee Run to Scarborough

Sunday 19th February



Our summer has thrown up some scorching and humid days of late, so some serious thought was given to having a run that would help avoid the hottest part of the day.

As most of our vehicles don't have air con, the run for February was an early start, with a shortish, but pleasurable drive, followed by leisurely coffee, morning tea and loads of friendly conversation, by the water at Sea, Salt and Vine café, Scarborough.

Starting with the essential morning coffee, Café 63 at Stafford City shopping centre was the meeting point and there was a group of around 16 members. Although unable to make the drive, Glen joined us for coffee and drove his red TR8. A lovely car and hope to see more of them both at future runs.

With a strong contingent of Stags, Clive and Sherylee joined us in their S Saloon, Arthur and Jan in their silver TR3A and some moderns with a/c – very wise, but nowhere near as much fun as producing some non-humidity induced sweat from watching the temp gauge!

The drive to Scarborough initially took us up through Everton Park to Bunya. We somehow lost Frank and Anne in that first section, which led to them taking a left turn at Eatons Crossing Rd rather than right. The directions

on Google maps did say turn left instead of right, which I had picked up earlier, but didn't relay that on to Frank and Anne. So, in future, don't believe everything that Google Maps tells you!

After a few phone calls were made enroute, Anne and Frank were heading back our way. We continued along Clear Mountain Rd, taking in the stunning view of Lake Samsonvale from the top of the hill and then along Winn Rd, until we had a quick pit stop at Bullocky Rest at Joyner. Thankfully, Frank and Anne caught up with us there.

The remainder of the trip brought us back into suburbia, along the very busy Anzac Ave through Petrie, Kallangur and Northlakes. Unfortunately, the traffic lights split us up, but we managed to all meet at Scarborough. Richard, Anne and Mike met us there and did a fantastic job of guarding our large table, as the cafe was very busy!

More coffee, food and talk, under the shade of the trees and umbrellas whilst taking in the water views, made for a very enjoyable morning.

Thanks to everyone for coming along and look forward to seeing you at the next run.

Peter Connor



Pitstop at Bullocky Rest



An immaculate TR3A at the drive, owned by Arthur and Jan



The entourage arrived safely and proceeded to enjoy their morning at Sea Salt and Vine

A Perfect Day at Peak Crossing



It took three years of postponements, Covid distancing and flooding rains but on the last Sunday of summer 2023 a selection of Triumphs and their owners finally did make their way to the Peak Crossing Invitation Only gathering of classic marques.

The event has been held for more than a decade under trees that dot the front paddock of a property owned by Jaguar Club members, Neil and Jenny Summerson.

It began as an informal get together for members of the Jaguar Drivers' Club's E Type Register and grew from there into a miniature motor show, with cars from every decade since the 1920s attending.

This year's array included several pre-WW2 Rolls-Royce and Bentley models, a line-up of modern Ferraris plus open and closed versions of the V6-engined Fiat Dino.

Arriving en masse was a stream of Austin-Healeys, plus several Corvettes and a vast selection of Volvos. Much of the grassed area was, of course, occupied by Jaguars, but we found space for eight Triumphs and two Club marqueses.

TSOAQ Secretary Mike Taylor, who couldn't make the 2023 event, checked with the Summersons and confirmed that the first event held in 2012 was a small gathering of Jaguar E Type owners. Peak's from there expanded to include other models of Jaguar then other brands. In the words of Neil Summerson, "It just grew."

"The beneficiary of the day has always been the Fassifern Valley Rotary Club and they have a cause each year," Neil elaborated. "One year it was to support people affected by the drought, two years ago it was to support the Covid first responders, last year it was mental health, this year homelessness".

While total funds raised over the years have been hard to tally, the events are believed to have raised something in the region of \$90,000, with entry donations, raffle tickets and food sales all contributing.

Due to insurance issues, 2023 marked the last of the big Peak Crossing events, however Neil Summerson is confident that the concept will continue, perhaps via multiple events with numbers limited to around 40 cars.

Cliff Chambers



Pictures on the following page...



NUSS AND BOLTS

GOOD PROJECT TR7 SOLD AT SHANNON'S

Checking out the auction cars being displayed in Shannon's Eagle Farm showroom, my eye was drawn away from the black Mustang and red Ferrari to a little white coupe at the far end of the exhibit.

The TR7 had for sure seen better days, but it seemed to all be there. The paint was patchy but didn't need immediate work, the trim was tidy and the glass OK. A thick mat protecting the newly painted display area floor suggested some attention to oil leaks would be a priority for the new owner.

Underneath was grubby and a bit rusty, suggesting the car had been sitting for a while, however there seemed to be no structural rot.

The sills and windscreen surround looked OK and the Shannon's man assured me the lights popped up when requested. The driver's window frame looked dodgy, so too the front bumper which was so badly cracked that a replacement cover would be the cheapest fix.

With a Guiding Range of \$6000-10,000 this was not going to be the world's most costly Seven and when bidding time ran out on February 28th, someone who posted a winning bid of \$5600 (plus 5 percent premium) became the new owner of a practical little sports car.

-Cliff Chambers



Triumph Woes!!!

My TR7 broke down today - I'd noticed the starting getting worse (slow turnover) but never addressed it.

I opened the bonnet (hood) to have a nosey and was taken aback to see a bat sitting alongside the engine!

Even more surprisingly it spoke, saying "Hello Sir, you are a handsome man and extremely well dressed too."

At that moment I realised what the problem was

Bat flattery

-Christopher Kenneth Smith of the Triumph TR 7 Owners page



TRIUMPH TEASER

Hello all, Ellie the Editor here again. This past week I went to check out a Triumph of my very own after falling in love with another member's model at my first club meet and guess who may have ended up buying it?! I've tried to tell as few people as possible but to little avail. Dad is perhaps a little bitter we will be attending future drives/meets in this together before the GT6. Can you guess what it might be? Full purchasing story will be included in next month's issue as I don't pick it up for another three weeks...stay tuned!

"I wonder if the bumper gives it away..."



A Triumphant Treat

Midlife crisis alert! Check out this amazing cake my dad got for his 50th birthday! Featuring him and his newly beloved GT6. Made by Sugar Delight Cakes in Mango Hill.

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