



Traction

**JUNE/JULY
2024**

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
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12 Liz & Don's Marvellous Run

24 GTK – Trevor Norris

20 SA State Race Series
Motorsport Park

33 Skyrail



WINTER EDITION



“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.

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.

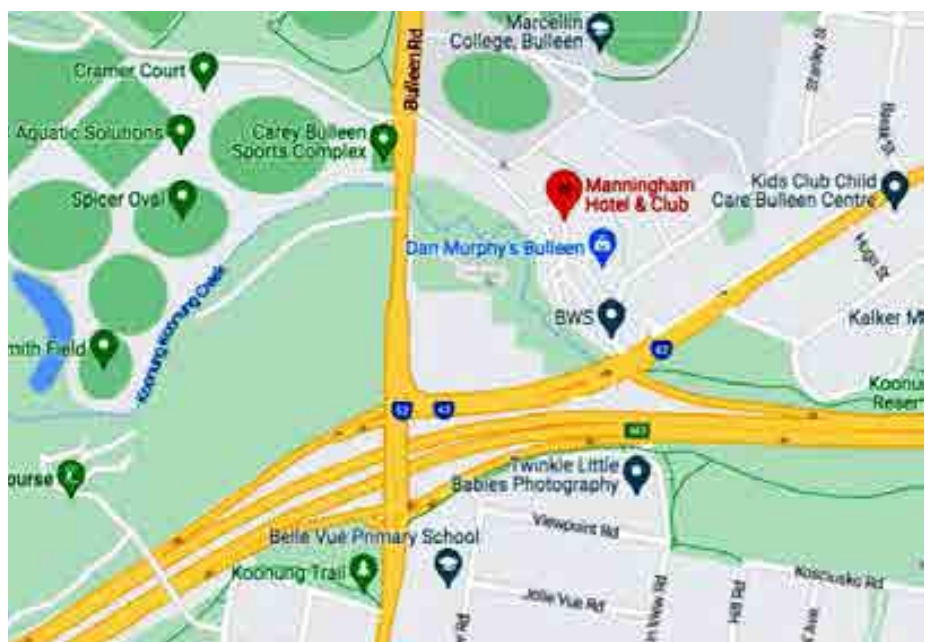
Ample Parking.

NB: Meeting starts at 7:30pm.

www.tsoavic.com.au

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5 Years	Red/Silver
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20 Years	Black/Silver
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30 Years	Ivory/Silver
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40 Years	Black/Gold
45 Years	Royal/Silver
50 Years	Orange/Silver



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.

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Cover Pics: Top, State Racing at Taillem Bend by www.affinityphotography.com.au. Bottom, Wandong by Liz Haylock

TRaction Deadline Dates

Aug/Sept

20 August

Oct/Nov/Dec

10 Nov 2024

Feb/Mar

20 Feb 2025

EDITOR'S REPORT

I do hope you are all keeping well and warm in our coldest months. There are plenty of activities you can participate in for the rest of the year.

* Renewal of Membership *

If you haven't renewed your membership please do so as this will be the last Traction you receive. Details on how to renew are on pages 8 & 9.

Traction

Our "GTK" Get to Know this issue; is Trevor Norris who is taking over administering the Club Plate Scheme from Ian Cowie.

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

Thanks to everyone who has made a

contribution to this edition of TRaction. It is really appreciated. We have a few articles from Cath Macdonald, one from Don O'Gorman, Shirley StJohn-Cox, Graeme White, Jim Cain, Stu Smith and Geoff Atkinson. I copied Lorraine MacDonnell's article off the TSOA web page along with a "Seeker".

We have a few pictorials so thanks to Rob Splatt, Keith Atherton and Stu Smith for submitting their photos.

Many thanks to our Sponsors/Advertisers. Please support them.

I need your help! If you are attending any TSOA event (social, comp.) Please write an article AND take a few photos! Send them to me via the Traction email: traction@tsoavic.au

George Stephen
Editor

2024


ACTIVITIES LIST

DATE	EVENT LOCATION	DETAILS AND CONTACT	
Tuesday 9th July General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Tuesday 13th August General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 18th August	Auto Classica - Maling Rd Canterbury	Keith Atherton	events@tsoavic.au
Sunday 18th August	All Triumph Challenge (ATC) @ Winton Motor Raceway	Michael Kipp	compsec@tsoavic.au
Saturday 31st August	Croydon Classics Car Show. For Details p32 To register your place for a car (140 spaces) contact:	Keith Atherton	events@tsoavic.au https://www.croydonmainstreet.com.au/.../celebrating.../
Tuesday 10th September General Meeting & AGM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 3rd November	Point Nepean Heritage Motor Show For Details p26 Point Nepean Quarantine Station 10.00am to 2.00pm	Keith Atherton	events@tsoavic.au
Friday 8th - Sunday 10th November	MOVE Museum Weekend	Keith Atherton	events@tsoavic.au
Tuesday 12th November General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Friday 22nd - Sunday 24th November	Motors & Masterpieces (Replaces Motorclassica) The Melbourne Showgrounds. Entries are open	www.motorsandmasterpieces.com	



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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Lane 88 Auto Museum - Penrite May 14

The May General Meeting to Penrite's Lane 88 Auto Museum was a great success.

We were joined by members for the Lotus Car Club who are wanting to have more joint events.



A terrific selection of cars on display from club members of TSOA & the Lotus club. Photos Rob Splatt



Stephanie giving her talk.

June GM

At June's General Meeting we had two guest speakers. We had Stephanie from Diabetes Australia who gave us a brief talk on Type 1 and Type 2 Diabetes. For a quick guide to type 2 Diabetes go to the website: ndss.com.au This will give you information about symptoms and who is at risk. It is worth checking out.

Vicki, the President of the Lotus Car Club talked about how our clubs could help each other with generating new members.

COMPETITION SECRETARY'S REPORT

MSCA Sandown June 2024 MSCA ran at Sandown June 16 and, what is becoming almost a normal state of affairs, were fully subscribed to the point of running a 103% capacity field.

Regularity was a very full field of 23 with the other 5 run groups full at 20 with all participants having a great time.

No Red flags bringing runs to an early finish, very few Yellow flags and rescues due to car failure being very minimal.

The culture and professionalism of MSCA was very evident and in no small measure due to Bruce and

Petrina Astbury along with their host of willing volunteers making the day happen.

TSOA had 6 member driving their Triumph cars on track and 6 TSOA members in Associate class which is a pretty good showing I would have thought.

- Ursula Weidenmuller TR6.. Regularity
- Mark Campbell TR7V8 Sprinting
- Michael Kip TR7 Sprinting
- Brian Watson TR7 Regularity
- Rob Boykett TR7V8..... Sprinting
- Shirley StJohn Cox TR7V8 .. Sprinting
- Rob Splatt Porsche Sprint
- Dan Holohan Porsche Sprint
- Rob Casson Megane Sprint
- Keith Pace BMW Sprint
- Phil Nicolson Lotus Sprint

• Brad Vermont MGF Regularity PB's abounding on the day so I do believe what is to complain about with the sun shining , a dry track and no real dramas . A great day .

A video out of Ursula's TR6 on the TSOA Youtube channel if you're of a mind to watch her have some car fun on a track on a lovely winters day at the Sandown circuit.

Next MSCA is Winton with the All Triumph Challenge with hopefully a full grid of Triumph cars facing the Green start flag and Chequered flag also.

Regards
Michael

TSOA 2024 Competition Results

Driver	Car	Winton MSCA Feb	Associate	Sandown State	Pi Classic	PI MSCA	Associate	Sandown MSCA	Associate
Ursula Weidenmuller	TR6								852.5
Brian Watson	TR7	941.19						954.91	
Mark Campbell	TR7V8	728.19				866.24		790.51	
Rob Splatt	TR6/ Porsche		911.75					831.95	
Ed Ferguson	TR7V8	528.78							
Michael Kip	TR7	815.4				755.96			
Phil nicholson	Lotus		934.11				177		972.13
Keith Ondarchie	Stag								
Geoff StJohn Cox	TR7V8								
Gordon Bunyan	Spitfire				551.38				
Ian Cowie	GT6	829.28							
Shirley SyJohn Cox	TR7V8			857.38				868.05	
David Orchard	TR2				965.67				
Ed Ferguson	TR7V8				737.37				
Rob Casson	2500 Megane	754.11					466		988.03
Neil Martin	?				729.06				
Keith Pace	BMW					-546			587.31
Maurice Harper	2500TC	895.06							
Garry Gibson	GT6			918.22					
Bruce Pollock	TR4				810.3				
Geoff Byrne	TR6				912.85				
Andrew Gibson	TR3				908.86				
Brad Vermont	MGF						-667		906.14
Dan Holohan	Porsche/ Spitfire						230.43		706.33
Rob Boykett	TR7V8					406.45		805.13	
Regularity									
brian Watson	TR7	2937						2935	
Ian Cowie	Triumph 2500	2949						0	
Keith Pace	BMW	0						2962	
Rob Splatt	TR6	0						2959	
Ursula Weidenmuller	TR6, Porsche	0						2940	
Dan Holohan	Porsche/ Spitfire	0						0	

2024 All Triumph Challenge 2024

Winton Raceway 18th August

Currently we have 12 Triumph entries out of a field of 43 to the MSCA Winton Sprint incorporating the Triumph Challenge.

We strongly suggest you get your entry through the MSA Portal to guarantee a spot in the Triumph Challenge group soon. A run group is 20 so you have been advised :))

Enter via the MSA Portal and scroll through UpComing events to find the MSCA Sprint at Winton including All Triumph Challenge.

For those of you wishing to turn this into a 2 day competition event there is Round 3 of the Winton Sprint series currently open on the Benalla Auto club website.

You will need a AASA General

Speed event licence which is roughly comparable to the MSA L2S licence required to run in the Triumph Challenge. They do offer a day licence for AASA for \$40 so budget for that along with the Entry fee of \$190 for the Saturday Sprint.

Accommodation will also fill up fast, if you need help with names and phone numbers of motels close by, contact Roger Jeary on:
roger.48@bigpond.com

Roger would also like to know who will be going to the Saturday night dinner at the Royal Hotel. Numbers are needed so we can book. If anyone has dietary requirements this also applies for the Sunday soup and sandwiches provided by your car club during the lunch break.

If you want to enter and be apart of this exciting weekend of Triumph

activity on track.

Contact Michael Kip he will guide you in the right direction.

If you just want to support and be involved trackside or just spectate.

Contact Roger Jeary who will assist with what to do. If you need help with accommodation Roger has a list of venues in the area.

The MSCA Calendar 2024

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.*

PCV 6Hour	Associate	The Bend	Associate	Mallala 6 Hour	MG The Bend	PCV Sprint	Associate	MSCA Sandown	Associate
	845.62						910.16	920.51	
322.09		625.24		957			911.87		
850.87		935.7						905.47	
776.15							362.44		794.81
	728.17			851.12					
702.75		892.23		972.95				942.82	
			976.39						949.29
656.67									
					870.72				
				939.93					
723.27								626.91	
	838.72		855.17						923.6
	646.05								905.67
		906.45			749.02				
	578.57								354.52
	631.64								931.82
								873.66	
								2931	
								0	
								2858	
								0	
								2895	
								2944	



Triumph Sports Owners Association Victoria Inc.

2025 Membership Renewal

Yes, it's that time of year again folks - It's time to renew your Triumph Sports Owners Association (Victoria) membership.

Each year the committee makes a concerted effort to improve membership renewal and each year the unexpected crops up and this year is no exception. Our greatest concern is your security and that of your data. To that end we have made some minor adjustments to this year's renewal process and here are the steps summarised:

1. Renew Membership:

- FIRST! HAVE YOUR MEMBERSHIP NUMBER AND PASSWORD READY.
- Go to the TSOAVIC website member portal. (Search Google or other search engine or type in the search area the following URL: <https://tsoavic.com.au>)
- Go to the 'Members' tab
- Select 'Renew Membership' button
- Click the big 'CLICK TO PAY NOW' button
- Use your login ID (Your membership Number IS your login ID): ###.
- Use your password or just click on 'Forgot password', if forgotten). You will get a message to reset password in your Email box and follow the instructions.
- Hit the 'Log me in' button.
- You should be now logged in and viewing your membership section.

2. Payment:

- Use a credit card (VISA or MasterCard) on the secure website.
- A receipt will be emailed to you.

3. Important:

- PLEASE do not click "New Members - JOIN" to avoid creating a duplicate membership. Remember – the Membership Secretary is available to help if needed

Thank you.

Danny Holohan
Membership Secretary.

How to renew your TSOA membership

1. Renew Membership:

- **FIRST! HAVE YOUR MEMBERSHIP NUMBER AND PASSWORD READY.**
- Go to the TSOAVIC website member portal. (Search Google or other search engine or type in the search area the following URL: <https://tsoavic.com.au>)
- Go to the 'Members' tab **(Pic A)**



Pic A

- Select 'Renew Membership' button **(Pic B)**
- Click the big 'CLICK TO PAY NOW' button **(Pic C)**
- Use your login ID (Your membership Number IS your login ID): ###. **(Pic D)**
- Use your password or just



Pic B

click on 'Forgot password', if forgotten). You will get a message to reset password in your Email box and follow the instructions. **(Pic D)**

- Hit the 'Log me in' button.
- You should be now logged in and viewing your membership section. **(Pic E)**



Pic C

2. Payment:

- Use a credit card (VISA or MasterCard) on the secure website.
- A receipt will be emailed to you.



Pic D

3. IMPORTANT:

- **PLEASE do not click "New Members - JOIN" to avoid creating a duplicate membership.** Remember – the Membership Secretary is available to help if needed.



Pic E

Don't forget to tick the box...

that asks you to "Opt in to receive emails from TSOA" as shown in the pic on the left.

Other Details (for statistical purposes, thank you)

How were you introduced to TSOA? * If Other, Please specify

Other Inquired

Please indicate your interests

Competition Tech Days Social/Drives Concours/Car Shows Other

Receive Badge Opt in to receive emails from TSOA

Receive TSOA badge. I would like to receive email notifications including news and event updates.

Membership Fees

CHECK OUT OUR NEW CLUB REGALIA ON P10

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

PICS FROM STU



A TR3 at the Drive Your Triumph Day with a rare period radio. Photo: Stu Smith



A few Triumphs at Cruden House in Langwarren
Photo: Stu Smith

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

The participants at the start.
Photo Stu Smith



Liz & Don's Marvellous Run Sunday 2nd June



The Stags.
Photo Liz Haylock



The Wedges.
Photo Liz Haylock

Don's report:

Liz and I had a few second thoughts leading up to running the drive on Sunday the 2nd of June.

Earlier in the week the weather forecast was not too inviting and numbers were down a bit on what we had hoped. But by Thursday we had 8 takers and the weather forecast had improved.

Sunday morning, the weather was cool as expected, and sunny in patches. So our hopes were raised and at least it was not raining!

After an easy 45 minute drive from home we pulled into Calder Park service centre at 10:00am. We found Stuart Smith (TR7 convertible), Peter Green (TR7 convertible), Phillip and Sandra Gibbs (White Stag) chatting. Roger and Celia Jeary, Janis and Diane Putnins, and Peter Falkner (Red Stag) soon joined us.

We left Calder Park a bit before 10:30 and enjoyed a brisk drive along a number of quiet but interesting country roads through Bulla and Wildwood. This included a few nice sweeping downhill curves and a couple of narrow bridges. We made a brief stop at Monegetta where there were a number of Triumph Renowns and 2500 TC parked in a rural property by the main road. Then drove on to Romsey for our coffee break.

Romsey lived up to its chilly reputation, but some hot coffee, shared biscuits and conversation made for a pleasant stop. We also enjoyed the opportunity to stretch legs and take a toilet break. Returning to the cars we headed to Lancefield, then turned right to head toward Kilmore and then on to Wandong for lunch at the Magpie and Stump Hotel.

Liz spotted a mob of kangaroos in a paddock outside Kilmore, but we all arrived at the Magpie and Stump without incident at around 12:30 (with no close encounters



The cars in Romsey. Photo Stu Smith

with either roos or emus, this time). Parking easily out the front, we made our way to the warmth inside to order some drinks and peruse the varied menu. A word of caution here: the meals here tend to be quite generous. I ordered a senior's fish and chips and a full size serve for Liz (which the waitress decided she would only charge at the senior's rate). Both proved too much for us to finish, despite our best efforts.

There was much chatter over lunch, of cars – old and new, ships and a range of other topics. We all said our farewells around 2:30 and headed off for an easy run down the Hume Highway back to the Ring Road, and then home. All in all, it was a very enjoyable day. Great to get out of the city for a run and enjoy time with friends.

Don O’Gorman

.....

Stu’s report:

Alas only 4 sports cars arrived equally divided between Stags and Wedges. Only one had the roof down, as some thought it too chilly.

Liz lead the way followed by the Triumphs, who could thus ignore the excellent navigation sheets and just follow Liz, followed by those who wished they were driving their Triumphs.

A great run through the backroads down and up the steep gullies and across the one lane bridges, a zoom along roads I’d never been on before, and then a cruise into Romsey past a Triumph enthusiast named Ian at Monegetta who has a yard full of Mayflowers on pedestals that spin in the wind like weathercocks, to check out the very nice Bakery then stop in the picturesque park by the stream. Some came very well prepared, skipped the Bakery and then generously proceeded to ply us with even more biscuits

cakes and coffee. All diets are postponed till Monday.

From there Don joined Stu in the TR and we all proceeded to take the back roads again to eventually arrive at Wondong for a good tradition Pub Lunch and given it was less than an hour after the morning tea and the lunches were generously sized I might observed that the cars had somewhat more Traction on the way home. Predicted rain was missing. A great day out. Thanks to Liz and Don.

Stu Smith

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MSCA Sprints SA – Shell V-Power Motorsport Park (Formerly) The Bend – April 26th, 2024

We have 2 reports on the MSCA Sprints, the first from Cath Macdonald and the second from Kippy.

ANZAC Day April 25th. The GT6 is on the trailer, the Territory almost packed and we're on track to leave Boronia by 6am, destination Talem Bend, South Australia & thanks to the public holiday the roads were quiet as dawn services were still underway.

First stop, Ballarat, top up on fuel which somewhat cheaper out of Melbourne. We'd watched the fuel gauge tick over on the hills leading into town, no doubt the trailer, car and loaded SUV didn't help. Next stop Horsham, more fuel, food & the inevitable comfort stop. Bordertown next and we've gained half an hour as we cross into Sth Aus. Several other race cars are heading in the same direction and thankfully the Sth Aus roads are significantly better than those on the other side of the border.

Arriving at our accommodation at The Riverbend Motel, we unload everything not "race related" we head back down the road to the track for registration in the Rydges Hotel lobby. First impression, somewhat grander than Winton! Here we're met by Trevor Lambert who has offered to "crew" for Garry. He lives locally on a stunning property on the banks of the Murray and is one of three Trevor's Garry has crewed for at events in Vic. Thanks Trevor for your assistance over the next few days.

Early start the next day, Garry is in Group 1 and on track at 8.30am. The field is called to marshalling and I note Petrina is doing double duty in marshalling as well as event Secretary. The field is led around by the safety car on one familiarisation lap. I do question however, why this practice continues for every session throughout the day as it denied the field up to 2 "sprint" laps. To separate the groups, start/finish needs to advise race control the first and last car, the manned posts do a moving



Darren McKemmish

race vehicle clearance behind the last car (at least that's standard practice in all the race controls I've worked in i.e. Indy, Supercars & F1 GP). This can even take place during recoveries, once the last car is off the circuit or even halfway round, it's clear to send out the next group (providing the recovery is clear of the circuit of course).

Several other fellow TSOA members travelled over to compete, Phil & Gayle Nicholson (Lotus), Michael & Inika Kip (TR7), Mark & Jan Campbell (TR7V8), Brian & Judy Watson (GT6) and it was a pleasant surprise when Keith & Gayle Atherton called in briefly on their way back to Melbourne after a caravan holiday in SA.

At the end of Friday, we packed up the GT6 and drove to Trevor's where we would leave it and all the race paraphernalia while we "holidayed" in Victor Harbor. Trevor gave us the grand tour of the property leading down to the view over the Murray, spectacular!

Friday evening, MSCA had organised a dinner in the Apex room of the hotel The operations manager Wayne Williams welcomes us to the complex



The dummy grid

& guest speaker Dean Canto, showed footage of "the correct lines" from apex to apex on the 4.9K International circuit and offered 3 lucky people some private tuition the next day. (Not sure who took him up on that offer, but more on that in my next report on the state round the following weekend!!). Sitting next to Darren McKemmish, who we know from timing for State rounds, F1AGP & MSCA & he mentions the years Garry & I officiated as Steward, Clerk of Course & Garry as Course and Safety car driver for the Bob Gardiner & MSCA 6Hr for several years. We briefly return to the track on Saturday and call into timing to see him for Garry to submit paperwork for the State round next weekend to the event Steward in race control, turns out I'd worked with him in at the F1 AGP a couple of times.

After saying our goodbyes to those who were entered for the rest of the weekend, we headed off to Victor Harbor via Charleston to have morning tea with Trevor & Steph Lindsay (TSOA -SA). Steph had made some delectable scones, so with the cakes we'd bought at the Talem Bakery we settled in next to fire before Trevor & Garry did a tour of Trevor's garage.



Kippy & Garry on the dummy grid

(Serious garage envy followed).

Time to move away from the warmth of the fire and continue our journey via some very sus roads thanks to Google maps on my phone, but we finally arrived at the Victor Harbor Holiday Park where we spend the next five days touring around the Coorong, Goolwa, Murray mouth, McLaren Vale, Cape Jervis and several Op Shops to find a suitable doona to hopefully

make the mattress softer with some success thankfully.

On our last day in Victor Harbor return to Talem via Strathalbyn, passing several wineries, ending up at Jervois where we finally took a cruise on the Murray ... Yeah well OK, it was just the car ferry across to Talem Bend.

**Catherine Macdonald #1
Life Member Photos by Cath**

MSCA calendar had a round at The Bend this year on Saturday April 27th.

Tying this with Porsche Club Victoria running a Sprint on Friday April 26th makes this now annual MSCA event a very attractive affair. Using the Anzac day holiday as a transport day with the following Sunday the same back home what were the downsides one could ask??

Hmmmmm the following weekend The Bend was hosting MG and Invited, and the Peter Hall 6 Hour regulation relay at Mallala and so some of us added that 6 Hour Relay to the agenda.

Nice and early, after the Anzac Dawn service Ineke and I drove to Coonalpyn, although in retrospect, the extra drive to Taillem Bend was well within easy reach.

Friday PCV Sprint day

Mark Campbell TR7V8, Garry Gibson GT6, Rob Casson Renault Megane, Michael Kip TR7, Phil Nicholson Lotus made up part of 170 odd competitors from SA, Vic and NSW. More than 20 Volunteers from Victoria came across to make this weekend a great success.

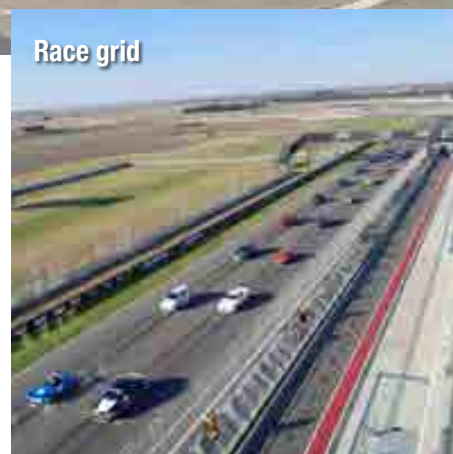
Generally speaking we had a mixed bag of results which didn't do justice to a great circuit and fair weather.

Mark went really well on Friday taking many seconds off his PB although he was very distracted due to Jan's sudden bit of Montezuma's revenge taking more than the edge off the enjoyment.

Sadly Mark didn't front on Saturday due to Bali Belly or some such laying him out flat. Not nice at all.

Garry went well on a completely new track for him and put some track placement advice from Dean Canto so great effect. Especially on the following weekend where Garry and Geoff Cox faced the might of MG in the MG and Invited Racing. I have some nice footage of the flying ORANGE GT6 passing me down the long main straight of The Bend circuit which you can find on TSOA YouTube channel if you wish. I returned the favour when Garry was blocked by a MG Midget but used an editorial decision to end the video shortly after as watching an ORANGE GT6 passing again has already been done. Hahaha.

Brian Watson debuted his Blue GT6 on Saturday and had a nice time learning



Race grid

his new car although he was plagued by a mysterious vibration taking the edge off pushing too hard. Very nice seeing GT6's on track I reckon!!!

The Yellow TR7 8 valve had a mixed bag of a weekend with me taking over 4 seconds off the PB and then enduring a fuel pump problem on Friday, necessitating a pump swap overnight, to have the issue reoccur on Saturday causing the ignominy of being removed by the tow truck. I would like to thank Trevor Lindsay and his offsidiers helping me try to find what the heck was going on with this pump which was not at all helped by 10 years of "Kippy fix rats nest" of wiring all unmarked. :(((

Humiliated is not too strong a word :))

MSCA put on a well run, friendly track event at, for me, a challenging technical track. I really think you should put The Bend circuit on your bucket list of track events.

Anyway Ineke and I had a great stay over in the Adelaide environs for the following week Mallala 6 hour relay helping TSOA SA

Kippy

Florence Thomson Tour April 26-28

Jo Brown and I attended the Florence Thomson Tour which celebrates women in motoring.

We drove in and around Traralgon doing a large loop north and east, as far as Maffra. There were 85 classic/historic cars all driven by women and we were all dressed in the period of our car. We had such a great time.

Sonny, my Spitfire did pretty well until he decided to stop on the way home. Once again, the tow truck of shame took us home. Fuel issues once again. (Ed: Hopefully this issue has now been resolved)

Lorraine MacDonnell





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Cavalcade of Transport: Trentham

May 19 A Pictorial



A colourful display of Triumphs in Trentham. Photos by Keith Atherton



Peter & Stu. Photo by Peter



Spitfire 4 (Mk1)



Spitfire & GT6 History of the Sportscars Part 3

Triumph Spitfire

The Michelotti styled Triumph Herald was released in 1959 and the Italian designer was soon asked to create a small sports car based on the same mechanicals. Triumph at this time was producing the successful "TR" range of sports cars and the new car was to compete with the MG "Midget". Some delays in production were experienced, due in part to the British Leyland take over of Triumph in 1961, and the first Spitfire appeared at the Earls Court Motor Show in October 1962. Apart from a slightly shorter chassis all the running gear was a direct lift from the Herald and with twin carburettors the 1147cc 4 cylinder engine developed 63bhp. This gave similar performance to the MG and, despite being slightly more expensive, roll up windows were fitted and to most eyes it was a "prettier" car.

Over the next 18 years a remarkable 314,342 "Spittys" were produced of which 44% were sold in America. Whilst Mk 1, 2, 3, IV and 1500 were progressively released no dramatic changes were made to the car's styling or mechanical specifications over this entire period. The last Spitfire 1500 was manufactured in August 1980.

Triumph GT6

Even before the introduction of the Spitfire in 1962 (on which the GT6 is obviously based) Triumph had mated a 6 cylinder engine to a Herald chassis to create the Vitesse sedan. The success of the Spitfire encouraged the Company to introduce a more sophisticated hardtop model powered by a 95bhp version of the 2 litre six cylinder engine used in the Vitesse



Spitfire Mk2



Spitfire Mk3



Spitfire Mk 4 with hartop



Spitfire 1500



GT6 Mk1



GT6 Mk2

and the 2000 sedan. (This decision may also have been prompted by the introduction of the MGB GT in 1965!) The first GT6 appeared in October 1966.

Despite its "E-type" styling and 100mph+ performance from the smooth and reliable engine the car

suffered some bad press due to the perceived unpredictability of the "swing-axle" rear suspension. These problems were progressively addressed in the MK 2 (July 1968) and changes to the MK 3 in September 1972 but sales never achieved expectations. (It is interesting to

note that at one stage Triumph was producing TR6's, Spitfires, Stags and GT6's all at the same time.) Just over half of the 40,926 vehicles produced were sold in America and the last GT6 was manufactured in November 1973.

Compiled by Ron Farrugia & Bruce Shaw.
Photos by George Stephen & David Glenny



Two Mk3 GT6's

Geoff St John Cox leading a few MG's
Photo: www.affinityphotography.com.au



South Australian State Race Series

Shell V-Power Motorsport Park, May 3rd – 5th 2024

Having driven back to Talem Bend from Victor Harbor and taking the car ferry across the Murray, we booked in at the Riverbend Motel and unloaded yet again, all “no race” gear.

Garry returned to Trevor Lamberts to collect the GT6 before heading back to the racetrack to register and unload, this time into a garage, where we get to chat with other MG & Invited competitors, some new (to me) and some familiar like Kim Cole, Phil Nicholson’s mate, Mike Trathen MG

Midget who I remember from MSCA days many moons ago. Later that evening Geoff & Shirley who join us for dinner at a local pub.

Another early start on Friday with the MG & Invited British (MGIB) scheduled to be first out, however after a multitude of schedule changes over the last couple of days we were up second after the Excels, who during drivers briefing were given a stern talking to, well we suspect that was the case as we were told to leave the room while the CoC spoke to them.

Trevor Lambert returned to assist Garry and I finally met the third Trevor, Trevor Dunford (MGBGTV8) and his wife who were next to us in the garage along with other MG drivers from SA.

Trevor Lindsay TSOA SA along with a mate Kevin dropped by before heading to Mallala where some of our Vic TSOA members were competing in a 6Hr relay. Roger Lange also TSOA SA, the previous owner of Garry’s GT6 came to check out what Garry had done to his old car.

I mentioned in my article on the MSCA round at The Bend that Dean Canto was a guest speaker at the Friday night dinner and that he’d offered tuition to anyone interested in learning the “proper” lines around the GT circuit. Well, unfortunately we weren’t going to be able to take him up on the offer that weekend. However, Garry did approach him with the prospect of tuition on the Friday prior to the State round.

Initially Dean had proposed driving the GT6 himself to sus out it’s capabilities, that plan didn’t eventuate due to the other client’s car failing to start that morning, so the next best



Garry Gibson leading a few MG's
Photo: www.affinityphotography.com.au



Garry Gibson leading a MG Midget
 Photo: www.affinityphotography.com.au

plan was for Garry to provide him with footage from his onboard camera after each session and Dean would make valued suggestions on where the car should be at each apex. This paid dividends over the course of the day as Garry improved significantly, making up 6 seconds on the first recorded time, placing him further up the grid with consistency on each successive lap. Over the next two days the car showed some serious pace especially on the main straight where he managed to overtake some of the faster cars. Alas, for Garry, Geoff St John Cox in the TR7V8 wasn't one of them. Good job Geoff ably assisted by Shirley.

Saturday mornings events were delayed until the heavy fog cleared, after that the day ran smoothly except for a couple of safety car incidents which cut two of the MGIB races short. That evening, MG had organised a grazing platter dinner in the Apex room of the hotel, and we were treated to some very delectable food.

Sunday, Garry had an issue with the cars handling only to discover the left-hand rear hub had come loose so in his last race. He was still awarded a

trophy for the weekend.

At the end of day trophies for MG & IB were presented by Wayne Williams Manager of the Bend.

- 1st – Mike Trathen MG Midget (Vic)
- 2nd – Jason Homes MGZR (Vic)
- 3rd – Kim Cole Rover Tomcat (Vic)

Sunday evening the Vic contingent gathered in the Apex room for dinner and were joined by the crew from Blendline TV who had been broadcasting live all weekend.

Monday dawned and with car and



L to R: Jason Homes , Mike Trathen and Kim Cole
 Photo: Cath Macdonald

packed we headed into the fog back over the border arriving home safely despite the drivers out west doing their utmost to emulate Fangio.

Catherine Macdonald #1 Life Member



Geoff St John Cox
 Photo: www.affinityphotography.com.au

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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 Panters Hill CFA



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EVENT - WAYNE RUSHTON 0412 339 934



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Peter Hall Memorial 6 Hour Relay

Mallala Motor Sport Park May 5th 2024

Around the time I was deciding whether to make the journey across for a MSCA Sprint at The Bend I received a call from Neil Martin asking about the upcoming 2024 ATC dates and as an aside whether I knew anyone who may be wanting to help make up a team for the Mallala 6 hour Relay.

I knew Ed Ferguson was interested so after a couple of calls Brian Watson GT6 and Ian Cowie TR7V8 made up a full complement for the TSOA attempt for this years Relay.

Only 16 teams faced the starter flag fall this year. Relay team numbers seem to be considerably reduced since Covid especially and I wonder what this is saying about the attractiveness of Relays to the general competition community??? It's an interesting question and to which I don't know the suitable answer.

The scoring system used for the Peter Hall Relay is simple to understand and not punitively harsh for transgression which is, to my mind anyway, really fair. The relay is well named as a Regulation Relay where teams are rewarded by being consistent and very close to the nominated times by all and each driver of each team. This is not easy even where the track density is not that high.

I like Mallala as it is quite technical with something for everyone. Some slow tight corners suiting the lighter cars with easier handling but also some good passing straights for those



in more powerful cars.

Brian enjoyed his drive in his GT6 with any car vibration from The Bend event being masked by the track demands.

Ian Cowie had a wonderful time blatting the throttle on every downshift right in front of the timing board straight adjoining the TSOA garages. I truly reckon he was doing it on purpose as it sure brought a smile to those who like V8 "Powa baby" hahaha!!!! Ian has his race engine in his TR7V8 now so its goes as quick as the car looks :))

Ed Ferguson was driving his road Registered TR7V8 as he has recently sold on his well prepared race TR7V8. Ed was having a wonderful time till his brakes made mention of the fact that Track use is a lot harder than Road use. :000))))

If you would like to see a consequence of hot brakes and very tight slow corner then go and have a look at TSOA YouTube channel. All is well although the car was quite dusty after his excursion into the kitty litter. I couldn't quite make out any Gaelic swearing but I'm sure it was there :)))

Yellow TR7 went well with my fuel



related issues from the previous week a distant memory.

Thank goodness !!!!!!! It turned out I had a bad earth through a dry solder to one of the fuel pumps. Why is it the little things that can turn everything upside down so to speak?

TSOA team finished 8th outright.

On a personal level I would like to thank TSOA SA for the welcome they gave to the Victorian interlopers haha.

PS. A team from Deniliquin NSW won the trophy this year.

Kippy

Action from Sth Aust where a combined SA & Vic team of Neil Martin, Duane Kaak, Ian Cowie, Ed Ferguson, Brian Watson & Michael Kip, that makes 5 Wedges & a GT6, are representing TSOA in the 6 Hr teams Regularity at Mallala as well as Geoff Cox & Garry Gibson continue in State Racing at the Bend with another TR7/V8 & GT6 check out the Natsoft website for lap times

Shirley StJohn-Cox Photos by Shirley



GTK – Trevor Norris



What was your first car?

My first car was a 1956 FJ Holden Special. It was two-tone green but I resprayed it in British Racing Green. On reflection it was reasonably comfortable and I drove it from Sydney to Melbourne and back 4 or 5 times when I was posted to RAAF base Richmond in the mid-sixties.

Interestingly the driving time between RAAF Richmond & Melbourne in those days was about 13 hours. The record in 1966 was held by a Mini Cooper S at 11 hours until someone with a death wish took 10 hours his Prince Skyline GT. The Hume Highway back then was single lane with no dedicated overpasses and many truckies on 'go pills'!

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

Maybe my parents knew something when they named me Trevor Richard (TR)?

I sold my FJ Holden to a RAAF colleague (who rolled it 2 weeks later) as I had my eyes on a Triumph 2000 Mk1 with its impressive looks and technical prowess. It was a Powder Blue 1964 model that I believe was fully imported by AMI as a reference before assembly started in Australia.

What is your history of Triumph Cars? (ie have you still got your first Triumph, have you bought and sold a few?)

As above, my first Triumph was the 2000 Mk1 which I had for over 10 years until it was T-boned by a bloke who careered straight through a T



The FJ behind Trevor, his 1st Girlfriend and best mate.



Triumph 2000 Mk1

intersection. I did all the servicing and repairs on the 2000 and even fitted a Laycock overdrive unit from a Humber Hawk that was given to me. I bought a mainshaft & adapter plate from AMI spare parts making the installation relatively easy.

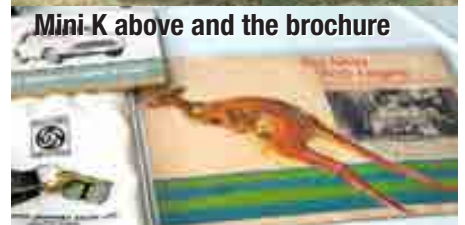
The next car was an auto 2.5PI Mk2 that was a very pleasant yet powerful vehicle. Unfortunately it was thirsty using fuel at about 16mpg and with the fuel crisis in the late 1970's I decided we needed something more frugal, so a Mazda 323 became the family car. A friend 'donated' a shabby VW Beetle to me as she was moving interstate and didn't trust it. I spent



The photos above a below show the damage done by Trevor's 5yr son!



Mini K above and the brochure



some time getting it running relatively fairly well but the donation came to an end when her marriage failed and she needed it back.

Given the Mazda was being constantly used by my wife I bought a Mini, actually a Mini-K which was fitted with



John Seeley judging the Dolly at Gisborne





The black TR7 FHC



an 1100cc motor. I understand that BLMC had many left over 1100 engines when they stopped producing the Morris 1100 so they created the Mini-K (K for Kangaroo!). It was advertised as "A great leap forward" and had a "surging 25% increase in power to 50 bhp"! The Mini was treated to a paint job and an interior tidy-up and was part of my life for the next 25 years until it was stolen.

In the mid 1980's I was hankering for a more powerful sporting sedan and after creating a list of potential candidates I bought a Dolomite Sprint. The candidate list was Ford Escort RS 2000, Fiat 124 coupe, Alpha GTV, BMW 2002 and Lancia Fulvia. At the time the Sprint had the lowest market price and I was happy to stick with the Triumph brand.

The Sprint was a bit sad with torn upholstery, tired engine (even though it was only 10 years old), coolant that had stained the paint in the engine bay so in true enthusiast form it was totally stripped down. The engine was rebuilt, gearbox overhauled by Geoff Kelly, seats re upholstered by a local trimmer and body painted. Originally Mimosa yellow (of course), I was faced with a dilemma due to industrial strikes at ICI restricting the available colour choices. Yellow not an option



The blue TR7 DHC

but I was happy to choose BRG.

I became a two Triumph owner when I bought a TR7 FHC which had been painted black (badly) but it had aircon and was a reliable daily drive. It also came with a 3.5l Rover V8 engine that the owner had planned to fit. The next Triumph was a USA LHD convertible I bought from Pickards that was without engine and gearbox. This was ripe for a V8 and so the black TR7 became a donor of gearbox, seats, dashboard, steering rack, electric looms and other miscellaneous items. I'm not sure why, but the body of the black TR7 ended up at the crushers.

The USA DHC was duly painted in blue and the V8 fitted to a genuine TR8 sub frame. The seats were re upholstered in leather and a Rover SD1 3.08 crown wheel & pinion fitted to the rear axle. I took this car off the road when my next TR7 V8 debuted around 2013. I bought this one as another TR7 DHC in 2000 and spent the next 13 years

restoring it and fitting it with a 3.9l V8, Power Steering & upgraded brakes. It is painted in red mica colour. My neighbour showed a serious interest in the blue TR7 V8 and I reluctantly agreed to sell it to him once I get it running correctly.

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 1993 (I think) but I wasn't a very active member due to my work schedules. Once retired in 2011, I became more active and participated in more social activities, Concourse judging and National Rally committees.

We are a two person household with 5 cars currently. My wife drives a Ford Focus Titanium and my daily drive is a



The blue TR7 V8 DHC in a line of wedges



Mitsubishi Triton ute. The other three are the Dolomite Sprint, Red TR7 V8 and Blue TR7 V8 (about to go next door). I have a shed full of parts which I am sorting through to sell before I fall off the perch.

Tell us about yourself? (Where you come from, what work you do and any other interests, reveal what you want to.)

I was born in Sydney just after WW2 and we moved to Colac around 1950 to be near my mother's family. I grew up with a gang of boys of similar age

(Boomers!) where we enjoyed riding our bikes around the countryside, building all sorts of things like billycarts, kites and bonfires for Guy Fawkes night. We raided the local tip for junk and built tree houses in the local 'Sherwood Forest'. No screens back then!

As a 12 year old I took on a paper round delivering newspapers to about 80 homes every morning. Saturdays were the worst with the bulging classifieds in the Age. The round was about 3 miles long and then I had to

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: plates@tsoavic.au
 - 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

Club Permit Scheme Information



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:
Trevor Norris Club Permit Scheme
plates@tsoavic.au
Co-ordinator mobile: 0409 694 409



ride my bike 2 miles to high school.

I joined the RAAF in 1964 as a Radio Apprentice based in Laverton. I later served in RAAF Richmond (NSW) working on Hercules & Caribou aircraft. I was invited to go back to Melbourne to do the Officer Cadet Engineering course at RMIT. I completed the course but resigned from the RAAF and went to work for the Dept. of Civil Aviation – a very boring and unproductive job! My next job was with a small industrial electronics firm and later with Repco designing automotive test equipment. The Whitlam government reduced tariffs on many things, including automotive test equipment, so I was out of a job which I had thoroughly enjoyed. Luckily I then got employed

with the airline TAA, which merged with Qantas in 1993. I spent 37 happy, but busy, years with the airline in various roles culminating in being the Qantas IT representative on airport IT standards bodies. Nevertheless I was ready for retirement in 2011 which I have enjoyed since.

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

I thoroughly enjoy the social side of TSOA and whilst I enjoy motorsport I'm too chicken to try it for myself! I get great satisfaction using my Triumphs in club events and have been lucky enough to win many Concourse and Show & Shine awards over the years. The 'SPITFIRE' workshops at Chequered

Flag Stables are great fun and has built great camaraderie between the regular attendees with a special shout out to Darren Green & Roger Jeary. I particularly like discussing the technicalities of our Triumphs with anyone who cares to listen.

Article and photos by Trevor Norris



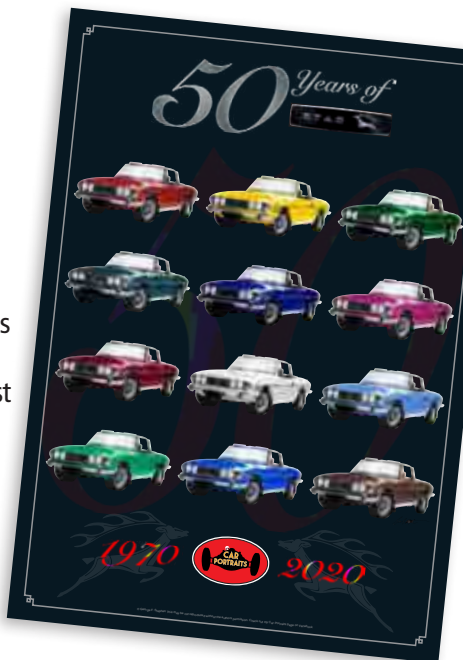
Celebrating 50 Years of the Stag

Produced by George Stephen

\$20_{ea}

with \$5 going to the club.

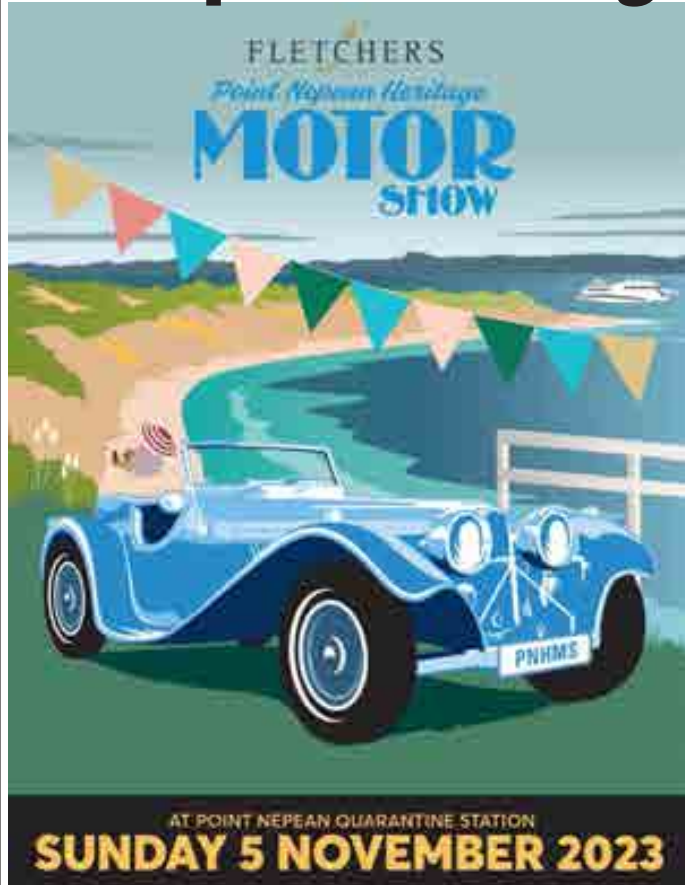
Buy at TSOA General Meetings or via post with an additional cost of \$16 (Tube \$5, Postage \$11.) Poster is A3.



Contact George on 0404 054 028 or email: carportraits@optusnet.com.au
PS: Have look at my Car Portraits Facebook Page



Pt Nepean Heritage Motor Show



SUNDAY, 3RD NOVEMBER, 2024.

2024 Entries Opening Soon

View exhibitor information here.

<https://pointnepeanmotorshow.com.au/>

Exhibitor Registration: \$25 per car (includes driver and one passenger). Public Entry: \$5 per adult.

The Rotary Club of Sorrento is staging the Point Nepean Heritage Motor Show as a community activity for all to enjoy. The location of the event at the historic Point Nepean Quarantine Station provides a unique and great environment for staging this heritage-themed event.

On the day, we are expecting more than 400 cars to be exhibited and approximately 2000 people to attend from both the local community and from afar. The event will be open to the public from 10.00am to 2.00pm.

Event Opening Hours

Exhibitor & Sponsors Site Entry: 8.00am – 2.00pm

General Admission:

10.00am – 2.00pm

Presentations: 2.00pm

Yvette Consolino Rotary Club Of Sorrento



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

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

Historic Winton 25-26 May

Here is a pictorial of the Historics at Winton by Stu Smith.



Paul Hogan and Jim McNaughton



Peter Green with the litttest car!



A baby Austin 7 zooming around the pits



Peter Green with biggest car that has 2 V8 engines!



Andrew Gibson (NSW), & Stu

Morning Coffee 26 June

The numbers were down for this venue, Warran Glen Nursery Cafe but still a good attendance. Those attending were:

Barry Pritchard and Ursula, Janis Putnins, David Kelly, Jim Cain, Roger Jeary, Tony Wells, Bruce and Gail Parker, Phil Gibbs, Don O'Gorman, Liz

Haylock, Rob Boykett, Peter and Julie Davidson, Phil and Jenny Webb. Total 17.

Tony Wells was down from Castlemaine visiting Melbourne so dropped in. The other interest was Bruce and Gail Parker. Someone asked what Triumph do you have and surprised us when he said a TR2, TR3,

TR4, TR6 when asked do they all run the answer was yes and he pulled out a photo album of the TR2 restoration which has just been completed body restored by Healey Factory. It looked lovely and awaits Mr Cowie inspection, Mr Parker may be worth an article in the mag.

Jim Cain

Morning Coffee Dates 2024

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



TRivia

Two legends, Judith Durham of The Seekers and a Mk3 Spitfire



TSOA Club Library Guidelines

- A maximum of 3 books or items may be borrowed at any one time, for a maximum of 2 months.
- Books must be returned to the Librarian at monthly general meetings.
- A listing of all library books & materials may be found on the TSOA Vic website.
- Bookings may be made via SMS to Larry Mundell via 0424 122 569, or by email via larrybultaco@hotmail.com
- Borrowers must complete the bookings log on the Librarian's laptop computer & notify the Librarian when books are returned.
- Club members are encouraged to donate items to the Club Library - eg reference books, workshop manuals, car handbooks, magazines, brochures, videos & DVDs etc.
- At monthly meetings the Librarian will bring all books ordered, & a selection of new materials.
- Members are encouraged to suggest purchases of new books & materials.
- All TSOA Library books & materials will be clearly stamped with the club logo & donated materials acknowledged.
- Lost or damaged books must be replaced by the club member.

TSOA Club Librarian

Larry Mundell

11 Melville Drive, Greensborough 3088

Mob: 0424 122 569

Email: larrybultaco@hotmail.com



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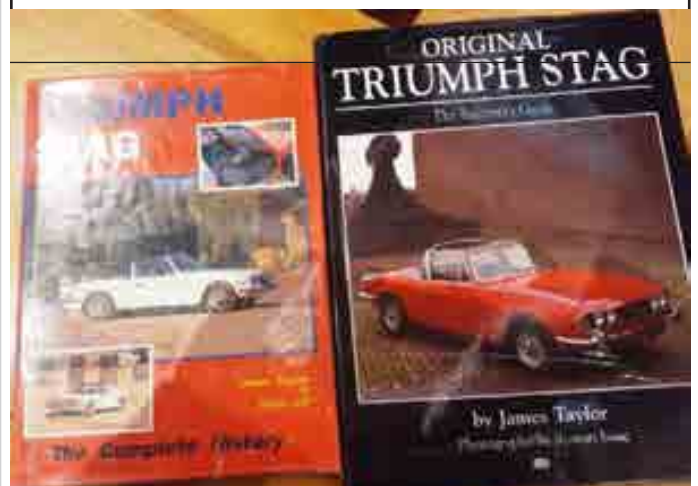
WANTED!

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.



Fuse Panel Cover

The Wedge fuse panel is located at the rear of the glove box. This can be most difficult to access – particularly in the dark.

The cover to the panel was probably originally fixed in position with two screws but by now, some 40 years on, it may be just sitting loose. This is potentially dangerous as a metallic object could find its way into the fuse holders and cause a short circuit.

A simple fix to keep the cover in place and allow swift access, is to fit some Velcro strips to the cover and fuse panel. Before you close up the fuse panel check that the fuse location diagram is correctly orientated for your own Wedge. Note the fuse values to confirm their position eg. 1-2, 3-423-24 and mark their numbers on the fuse panel. It might be that the diagram needs to be inverted to agree with the actual layout. It's easier to do it now in the daylight than on cold, dark, wet night.

Philip Johnstone



Fish Creek Show & Shine

A few months back the Association advertised some weekend events which maybe of interest to our members. We were in South Gippsland at the time so decided to check out the Fish Creek Show and Shine.

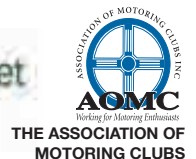
Here is a short report on the inaugural Fish Creek Show and Shine which was a resounding success for the locals. As we were in Inverloch dog sitting for some friends "Motoring Events of Interest" came to our attention. Conducted on Sunday the 14th of April, at the Fish Creek football ground, the inaugural event attracted a huge number of vehicles of all makes and models, all parked around the boundary line. Overall all of the cars and motor bikes displayed were a credit to their owners. What I did find interesting was that one attendee had three Morgan Roadsters on display, one being a classic three wheel model. All looked immaculate. I understand the purpose of the event was to raise funds for the rebuilding of the Football Netball club facilities after a fire and judging by the number of attendees they should have raised a good amount. It was a most enjoyable morning spent in Fish Creek.

Graeme White

www.tsoavic.com.au

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+

million forests created



3.9

million tonnes of carbon offset



Croydon Classic Car Show

Saturday, August 31st, 2024 10am – 1pm

Celebrating Superheroes Pre-Father's Day 2024 –

Join us for a day filled with incredible vehicles, heroic displays, and exciting activities for the whole family.

Here's what you can expect at our Superheroes Father's Day Car Show:

150 Show Cars: Get ready to marvel at an amazing collection of cars, including Falcon Cobra, Ford Roadster, GMC, Falcons, Commodores, Camaros and many more.

Franklin Millard & The Viscounts Band will be here playing Rockabilly and 50s Rock and Roll. Come for a dance and a swing!

Superheroes will be Roaming and will be joining us all!

Superhero Rides on the Back of a Harley or the Sidecar: Ever wondered what it feels like to have the wind on your face? Now's your chance! Buckle up and experience the thrill of a lifetime as you take a ride in one of the Harley-Davidsons coming for the day.

Kids' Zone: We haven't forgotten about our young heroes! Our Kids' Zone will be filled with exciting activities, face painting, and craft with dad, Magic, Balloons, Bubbles and Prizes to keep them entertained throughout the event. Let their imaginations run wild as they embark on superhero adventures of their own.

Food and Refreshments: Take a break from the action and indulge in delicious food and refreshing beverages available at various food premises. From superhero healthy snacks to classic favorites, there's something for everyone to enjoy.

There will be some Stalls to purchase a treasure or two.

Join us on Father's Day for an unforgettable celebration of superheroes and cars. Whether you're a die-hard fan or simply looking for a fun-filled family event, our Pre-Father's Day Celebrating Superheroes Car Show is the place to be. Grab your cape, put on your mask, and get ready for an extraordinary experience!

Cars Must Be Registered - Follow Link here - <https://www.croydonmainstreet.com.au/.../celebrating.../>

Some TSOA Members will be helping with Marshalling. 🇺🇸



David Beardsley's GT6 on the cover featuring our TSOA logo!



Skyrail

Well may you ask what does Skyrail have to do with Triumph.

On a very cool Thursday afternoon, I received a call from Janis enquiring as to my availability to provide a Triumph classic car for an opening drive at 0700 on Friday morning, to be part of a group of Classic cars, to be the first vehicles to be allowed to travel on the new road connecting Lacey Street to Kent Avenue in Croydon. This road now passes under the Skyrail viaduct and replaces the now closed (read demolished) Coolstore Road level crossing.

The drive was scheduled to start off at 0700, but as is so often the case there were last minute checks to ensure all the boxes were ticked and the traffic lights were green. So, we departed at 0720, witnessed by a large crowd of workers and very keen locals who had gathered for the occasion, looking forward to being able to use roads that had been closed for over 2 months. Much cheering and merriment.

The late notice meant only 9 cars were available to parade, however the vehicles were well acknowledged. Holdens, Mustangs, NSU and Triumph made up the parade.

I was the second car to arrive for the parade in my '74 Stag and can claim the honour of being the first Stag through the intersection. Only preceded by a 52 year old Holden Brougham.

We travelled under the viaduct,



Lining up at start



Driving off



Driving in convoy

through the intersection, a loop through the adjacent shopping centre carpark and dually returned back to Main Street. We parked up and retreated to a local Café, Miss Lacey's for an egg and bacon roll and coffee and shared our experiences, before heading for home.

The Station is scheduled to open on July 25 for passengers, by which time the novelty of driving on the new road will have well worn off.

Coming up in August, Saturday 31st, the Croydon Main Street Traders have

a Car Show, which TSOA members have previously exhibited at. There are 150 spaces and 85 have been booked already. Be quick if you are interested in attending with your prized Triumph.

The street will open up at 8.30am to start setting up with the assistance of some Volunteers from the Triumph Sports Owners Association Victoria. This year Mr Excited will be on the strip – Giving away some prizes and supporting the drivers. The event will run from 10.00am to 1.00pm. Your car must be registered.

<https://www.croydonmainstreet.com.au/news/celebrating-superheroes-pre-fathers-day-2024-car-bike-registration/>

Happy motoring.

Story & Photos by Geoff Atkinson #123



Driving under the Skyrail



MOVE

Museum Weekend

Friday 8 – Sunday 10 November 2024

Starting at 9.30am from Yea on the 8th
November

Brian & Judy Watson have put together a programme for a great weekend of exploring Central Victoria region on the way to visiting the **Museum Of Vehicle Evolution in Shepparton**. The Museum includes the

famous Loel Thomson costume collection for the ladies, (complex also contains on site a plant nursery, antique collectible shop, chocolate factory, pottery works, Café, amongst numerous others).

See more about MOVE HERE:
<https://www.moveshepparton.com.au>

We have made a preliminary booking for 15 rooms at a motel close to the MOVE at \$149 per night per double room (room only).

To lodge an expression of interest please contact:

Keith Atherton at events@tsoavic.au

Museum of Vehicle Evolution. Photo: ©CraigThorne



MOVE Museum display



MOVE Fashion

BUY, SWAP, SELL AND WANTED

FOR SALE



**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.



**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.

**For more photos and details contact
Scott Rankin 0414 578 990**

WANTED

Chasing seat frames for TR5/250

Please contact me if anyone knows of one for sale.

**Rob Johnson
rob@rojodevelopments.com.au
0411 315 747**

SELL

FOR SALE

Triumph. TR7 PARTS.

1 pair, left and right, of rear tail lights assemblies. Good bodies, lenses uncracked, **\$90, pair.**

Front u section filler sections under nose, two parts, very good condition, \$50 for both.

**Ross Mckinnon,
0417 524 805.**

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 glencoutinho@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

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

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

Set of 5 Wheels \$600

A set of (5) wheels suitable for TR7 or TR8. The original 13inch wheels have been refurbished and freshly powder coated and are in excellent condition. Tyres are 185/70/R13 and are also in good condition.

Contact Ed on 0407 661 905.

FOR SALE



TR6 Hard Top Glass \$150



Coolair intake \$100



TR7/8 Body kit \$450 or best offer

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 \$50

Very Good Condition, colour brown

George Stephen traction@tsoavic.au



The new convertible TR7—the first new production convertible in a decade. Modern engineering has been skillfully wed to legendary excitement in the newest Triumph, the TR7 convertible.

Its bold wedge shape cheats the wind at every turn. It handles the open road with competition-proven performance. Response of the 2-liter overhead cam engine is instantaneous and the 5-speed transmission is precision itself. For those who prefer not to shift, a 3-speed automatic is optional (not available in California).

The EPA estimate with manual transmission is 19 mpg, with a highway mileage of 28 mpg. Remember the circled EPA estimate is for comparison; your mileage may vary.

depending on speed, weather, and trip length. California figures are lower, and your actual highway mileage will probably be lower than the highway estimate.

TR7's list of sports car features will warm any purist's heart: MacPherson struts, . . . rack and pinion steering, . . . front disc brakes, . . . and wide steel-belted radials. Refinement of the TR7 has led to numerous changes, from a modified cooling system to a new Triumph emblem. Triumph engineers even developed a unique front bumper for the convertible which helps filter out harmonic vibrations.

The interior of the TR7 is designed around the serious driver, and is at once both functional and comfortable. Controls and instruments have been logically and conveniently arranged for easier, more enjoyable driving.

Attractive and uncomplicated, TR7's convertible top gives you unobstructed vision through the 3-piece rear window. Putting the top up or down is a simple one-person operation.

Now, a true convertible sports car at an affordable price. From Canley, England, where Triumph craftsmen have harbored a passion for the open sports car for over 50 years, comes the new TR7 convertible.



© Jaguar Rover Triumph, Inc., Leonia, N.J. 07605. For the name of your nearest Triumph dealer call 800-447-4700; in Illinois call 800-322-4400.

TRIUMPH INVITES YOU TO A NEW OPENING



THE SHAPE
TR7

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:

Trevor Norris
Phone: 0409 694 409



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Lorraine MacDonnell & Jo Brown during the Florence Thomson Tour



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- Auto Lube System
- Speeds from 6,000 to 72,000 CPH

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www.splattengineering.com.au

