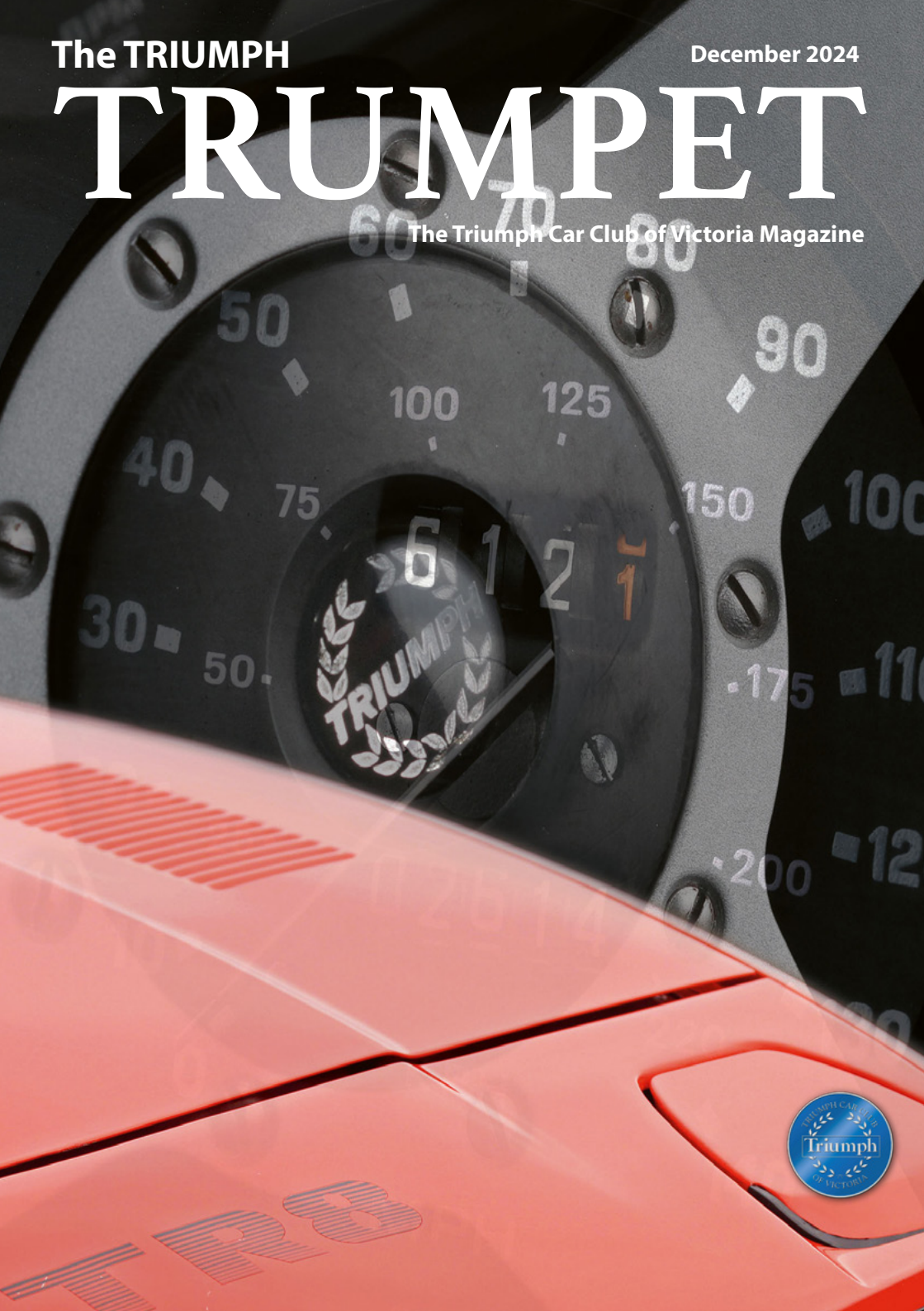


The TRIUMPH

December 2024

TRUMPET

The Triumph Car Club of Victoria Magazine



TR8

WORLD'S BEST AUTO COOLING

Davies Craig is at the forefront of automotive cooling technology having been the industry leader for over 50 years.

- ⊕ Electric Water Pumps [EWP®]
- ⊕ Electric Booster Pumps [EBP]
- ⊕ Thematic® Electric Fans
- ⊕ Switches & Controllers
- ⊕ Transmission/Engine Oil Coolers

daviescraig.com.au



 **DAVIES,
CRAIG**

World's best auto cooling

Fairfield Motors

Triumph Spares

The latest technology and old fashioned service.

- Repairs and Servicing to all models.
- Auto electrical repairs
- Air conditioning and EFI servicing.
- A huge range of New and Used parts.
- New Old Stock available.



77-79 Station Street fairfield Victoria 3078

T 9486 3711 E fairfieldmotors@i.net.au

Present your TCCV membership card to receive a discount.



For the Preservation of the Triumph Marque

The Triumph Car Club of Victoria (TCCV) is a participating member of the Association of Motoring Clubs (AOMC).

The TCCV is an Authorised Club under the VicRoads Club Permit Scheme.

Articles in the Triumph *Trumpet* may be quoted without permission; however, due acknowledgment must be made. This magazine is published bi-monthly – every two months – and our aim is to mail the magazine by the second Wednesday of the month of publication. Articles can be sent to the Editor at any time.

Life Members

Alan Andrews
Syd Gallagher †
Roger McCowan
Graeme Oxley
Terry Roche
Fay and John Seeley
Peter Welten
Lionel Westley †

All correspondence to

secretary@tccv.net

or

Triumph Car Club of Victoria Inc.
1 Deck Terrace
Safety Beach VIC 3936

Contents **CLICK-ON** title

Cover Story – The TR8	2-9
Editor's Note	3
What's Around the Corner?	4
President's Ramble	5
1981 TR8 Convertible	10
1979 TR8 Race Car	14
TR8 Turbo Le Mans	16
1979 TR8 Coupe Rally Car	18
The Sharpe's TR8	20
What is That Under the Bonnet?	22
TCCV, ACT & SA Rally – 2024	23
The 1955 British Motor Show	26
A Stag's Soft-top Malfunction	30
Members' Information	31

Advertisers

Auto Exhaust Supplies	27
Auto Surplus	IBC
Caulfield Jag Service	29
Davies, Craig	IFC
Fairfield Motors	IFC
Ringwood Speedometer Service	IBC
Shannons Insurance	BC



**HAPPY HOLIDAYS
& DRIVE SAFELY**



The Triumph *Trumpet* is the magazine of the Triumph Car Club of Victoria, Inc. (Reg. No. A00034275)

Past copies of *The Trumpet* are available in the Members' section of the TCCV website at www.tccv.net. The Webmaster can provide the necessary password to access this reserved area.

Design and production of the *Trumpet*:
Fran Madigan, editor@tccv.net



THE COVER STORY



The Triumph TR8

From Wikipedia

The Triumph TR8 is a sports car built by the British Triumph Motor Company from 1978 until 1981. It is an eight-cylinder version of the “wedge-shaped” Triumph TR7 which was designed by Harris Mann and manufactured by British Leyland (BL), through its Jaguar/Rover/Triumph (JRT) division. Because of its outstanding performance, the TR8 was often dubbed the “English Corvette”. The majority of TR8s were sold in the United States and Canada.

Background

A more powerful V8-engined version of the TR7 was planned in the early stages of the TR7’s development, a prototype being produced in 1972. However, British Leyland’s financial state, labour problems and lack of engines—as MG and Range Rover had first priority—

delayed the project. By 1978 some 145 prototype cars were built with V8 engines (and usually automatic transmissions). These ‘anonymous’ TR8s (no identifying badges, and all coupes) were evaluated for British Leyland by various dealers and then sold off as used cars.

The FIA papers for the TR8 homologation, granted 1 April 1978, include pictures showing a 1977 TR7 V8 prototype with a set of decals indicating it to be a TR7 V8. However, oddly, these TR8 homologation pictures also show it had the large “Sprint” decals on the rear wings, in the same font as the TR7 and V8 decals on the boot lid. It is not clear from the picture of the front of the car whether or not it had a small Sprint decal below the TR7 decal, as is shown on the TR8 prototype in Hardcastle’s book on the Rover V8 engine.

For more, go to page 6



CLUB PERMIT
EDITOR
VICTORIA



As the festive season jingles into full swing, it's time to reflect on the year gone by and look forward to the road ahead. It's the most wonderful time of the year, and what better way to celebrate than by sharing the joy of Triumphs with TCCV members!

This year, we've seen our fair share of sleigh bells in the snow – or at least in the garage – as members polished, tuned and toured in their beloved cars. From scenic drives to spirited discussions at meetings and events, we've proven that 'Joy to the world' isn't just a lyric – it's a way of life for Triumph enthusiasts.

This edition of the *Trumpet* focuses on the TR8. Many thanks to Rohan and Vincenza Sharpe for sharing their TR8 story with us. The TCCV, ACT & SA Rally was a major success and sounds like next year in SA will once again be a must for the diary. Thanks to Sue Burgess for her entertaining rally report.

Alan Andrews found an interesting piece about the 1955 British Motor Show – it's such a shame that the

Melbourne Motor Show is also a thing of the past.

Alan has also shared a fix for his Stag's soft-top malfunction.

For the **February** edition, we will be showcasing the **GT6**, so those of you who have one, please consider telling us of your GT6 experience!

Thankyou to everyone who has contributed to the *Trumpet* this year – it could not be done without you!

As we gather around our cars and Christmas trees, remember, "there's no place like home for the holidays". For us, that home includes our vibrant club community where friendships are forged and memories are made.

Wishing you a season filled with peace, joy and plenty of miles in your classic.



Iain Perrott at Thredbo (see page 23)

COPY DEADLINE ANY TIME IS GOOD!

Or, if it is for the next edition, please submit copy/photographs by the last Friday of the month before publication.

Please forward to editor@tccv.net
or contact

Fran Madigan on 0403 133 063





WHAT'S AROUND THE CORNER?



TCCV general meetings:

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

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

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

DEC. 8 / TCCV – Christmas Party

Lunch at the Cardinia Park Hotel, 200 Beaconsfield/Emerald Road, Beaconsfield. Meet in the carpark at York on Lilydale, 138 York Road, Mt Evelyn at 10am for a 10.45am departure. Register your attendance on the website.

2025

JAN. 1 / TCCV 2025 New Year's Day Lunch

At the Paradise Valey Hotel, 249 Belgrave-Gembrook Road, Clematis. Travel independently to arrive by 12 noon.

JAN. 15 / TCCV January General Meeting

JAN. 19 / Festival of Motoring

AOMC and RACV event at Cruden Farm, 60 Cranbourne Road, Langwarrin. See website for details.

FEB. 10 / Drive Your Triumph Day

Venue and details to be confirmed. Check the website.

FEB. 16 / British and European Motoring Show

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

FEB. 19 / TCCV February General Meeting

MAR. 19 / TCCV March General Meeting

MAR. 28-30 / Florence Thomson Tour

Check website for details.

APR. 16 / TCCV January General Meeting

MAY. 18 / 2025 National Motoring Heritage Day

At Victoria Street, Trentham. Entry from 10am – Public 10.30am. Cost: Gold coin with donations going to a local community group.

MAY. 21 / TCCV January General Meeting

JUN. 18 / TCCV January General Meeting

JUL. 16 / TCCV January General Meeting

AUG. 20 / TCCV January General Meeting

SEP. 17 / TCCV January General Meeting

OCT. 15 / TCCV January General Meeting

NOV. 19 / TCCV January General Meeting



Event Coordinator: Graeme Oxley

m 0413 135 779

email events@tccv.net

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

TCCV events are labelled with 'TCCV'.



President's Ramble

By Tony Cappadona, TCCV member #662



Hello members. It's been two months since my last article as our magazine is now bi-monthly. The magazine and postage are the club's largest expense, and reducing the

number will help us keep our finances in the black.

I made mention of the combined Jindabyne Event in my last magazine article, this event has now come and gone. It was a very successful and enjoyable trip, well organised by the ACT Triumph Club. Triumphs, mostly Stags but also a few sedans, 3 TR7s and a TR3A came from South Australia, Griffiths, ACT and ,of course, Victoria. There were also a couple of daily drivers including my own. In my case I wasn't heading home after the event so I needed a bigger car. The second day was the most challenging. Torrential rain fell overnight in Wodonga and into the next morning when we headed off to Jindabyne. The mountains would have been challenging enough on their own, but the rain added a whole new dimension. It's a tribute to the Triumphs and their owners that all cars completed the trip. We arrived in Jindabyne where the sun came out to greet us and remained sunny for the rest of the trip.

The Snowy Scheme celebrates its 75th anniversary this year so it was an appropriate time to be in the area. A trip to the Snowy Scheme Museum in Adaminaby was very educational. Like a lot of people, I thought the scheme

was about hydro power, but that is not the case. The purpose was to provide irrigation: power is an additional benefit. Snowy Two is about power. If you are looking for ideas for a trip, I can highly recommend this destination. Accommodation was very good and well situated on the Jindabyne Lake, and there are many fine eateries as well as a brewery and gin distillery. My hat goes off to Iain Perrott who left his Stag in the car park and made his way up to the snow line on Thredbo.

We have just been advised by The Stag Owners Club of South Australia that next year's run will be held in the South Australian Riverland Region on 24, 25 & 26 of October, a great opportunity to visit another state. Victoria will most likely add another night or two to those dates, so please put them in your diary.

The new committee has just held its first meeting about mostly operational issues; however, we have decided to run a survey of members to help us improve the club experience. It will be an opportunity for members to have a say, anonymously if desired. I would also like to capture people who may be prepared to take on a club committee or volunteer position at some point in the future. One thing we need urgently are speakers. I find club meetings much more enjoyable if we have a guest speaker. If you are passionate about something or can recommend a speaker, please let me know. It doesn't have to be about Triumphs!

As is always the case, there is no general meeting in December. Our Christmas party will provide members with an opportunity to celebrate the festive season together.

I wish you all a Merry Christmas and a very happy and healthy 2025.



COVER STORY – continued from page 2

Neither of these decals are part of the set used on the car shown in the TR7 Sprint homologation pictures in the BMIHT archives, and in Knowles' Triumph TR7 The Untold Story. And, unlike that decal set, the Sprint decals shown on this TR8 and that in Hardcastle are not known by any BL part numbers. The official use of these pictures in the homologation process may suggest that BL toyed with the idea of calling this car the "TR7 V8 Sprint" or "TR7 Sprint V8", etc., at some point, but did not progress the idea beyond when these photographs were taken.

Description

The TR8 did not use Triumph's own single overhead cam V8 as found in the Stag due to its weight and service record but instead shared its Rover V8 engine with the Rover SD1. The engine itself was derived from an early 1960s Buick/Oldsmobile all-aluminium V8 215 cu in (3.52 L) that Rover acquired from General Motors in the mid-60s.



History has shown this engine to be an extremely reliable, flexible, and robust powerplant, especially after

BL developed a better manufacturing process. TR8s were initially fitted with twin Zenith-Stromberg carburetors. However, about 400 1980 models sold in California, all 1981 models—of which only 352 were produced including twenty carbureted cars for the UK market—and all 1982 models (of which all seventy went to Canada) featured a Bosch L-jetronic fuel injection system with a specially designed Lucas fuel injection computer (ECU).[10] The 1980 carburetor model was rated at 133 bhp (99 kW; 135 PS) (at 5000 rpm) and the fuel injected California version at 137 bhp (102 kW; 139 PS) at the same engine speed. For 1981, all North American cars received a unified version with fuel injection, producing 148 bhp (110 kW; 150 PS) at 5100 rpm and delivering 0–60 mph times in the low 8 seconds. Other differences between the TR8 and TR7 are upgraded brakes, revised axle ratio (3.08:1 on the TR8 and all automatic TR7s), battery moved to the trunk (boot), alloy wheels, leather steering wheel and a few minor trim changes.

Production

TR8 coupes based on the original Harris Mann TR7 design made from 1978 to 1980 are quite rare; it is estimated that only about 400 TR8 coupes ever existed—this number from records kept by members of the North America-based wedge club, the Triumph Wedge Owners Association. To the roughly 150 pre-production coupes mentioned above, another 250 or so coupes were produced, some sold in Canada as 1979 models but most ended up being held back and then finally sold in the



US as 1980 models. In 1979, a long-anticipated Michelotti-refreshed TR7 Drophead (convertible) was introduced, and almost all subsequent production TR8s were convertibles. Total worldwide production, as best as can be determined throughout all the labour turmoil at the time, is only around 2750, give or take a “handful”. (Enthusiast Richard Connew went through the records at British Motor Heritage Industry Trust and counted 2746.) Other estimates exist. The German version of this page claims 2722 and cites the TR Register-Austria as source; 2815 is the number quoted in an article from *Classic & Sports Car*, March 1986 and in William Kimberley’s 1981 book[15] as well. The TR8 was due to be launched in the UK and a pilot production run was made consisting of four prototypes and 18 pre-production cars. At this point British Leyland unexpectedly cancelled

the project. The pre-production cars were subsequently sold via the dealer network to the general public and are highly collectable.[citation needed] Both the TR7 and TR8 were made until October 1981 when production ceased.

Very few genuine TR8s exist outside of the United States and Canada. In other countries the TR7 is often converted to a “TR7V8” with the same ubiquitous Buick/Rover 3.5 litre V8 powerplant used in original factory TR8s. In Australia a popular TR7V8 conversion is to use the 4416 cc version of this engine that had been developed for the Leyland P76.

In North America, the TR8 originally sold for around \$11,000. A current rough estimate of the number of these cars remaining taken from the Triumph Wedge Owners Association registry of unique VINs, current Triumph Wedge Owners Association membership



records, the World Wide TR7 TR8 Owners Club, and the TR Drivers Club UK is around 1000 convertibles and 200 coupes.

As of Q1 2011 there were approximately 17 licensed and 33 SORN TR8s registered with the DVLA. The accuracy of this data is questionable as many converted TR7s with a V8 have been registered with DVLA as TR8s. Out of these fifty cars, only two are automatic, but more are known to exist.

Motorsport



Despite their low production numbers, TR8s have an interesting racing history. John Buffum successfully raced one as a rally car in the late 1970s. Bob Tullius of Group 44 fame dominated SCCA racing in 1979 in one, so much so that the SCCA added enough "reward" weight to the car that Tullius left Trans Am and successfully competed in IMSA GT instead. TR8s ran successfully in the SCCA's showroom stock series being campaigned by Morey Doyle (Nationals & Regionals) and Ted Schumacher (Nationals). Schumacher with Doyle had great success in the Playboy/Escort Endurance series with his car. Starting the last race of the year, Schumacher was fourth in the overall point standings (just three points away from first) when an accident ruined their

chances; nevertheless, Schumacher still ended up seventh in the manufacturer's points for that year, all with no official factory help. Presently, at least three cars are being run in SCCA's ITS class. Morey Doyle and his son Andy run their TR8s in the Midwest Region, currently Morey and his sons, Morey C. and Andy are preparing the car for the SCCA National Runoffs in E-Prod at Indianapolis Motor Speedway (2017). Jeff Young runs his green TR8 in the Southeast Division with numerous regional race wins and the 2011 Southeast Division SARRC ITS championship, running against over seventy other drivers in Mazda RX7s, Miatas, 240/260/280Zs, BMW 325is, Porsche 944s and Acura Integras.

The TR8 was homologated for Group 4 (racing) on the first of April 1978. According to the FIA rules that applied at this time, recognition would have required the production of 400 similar cars suitable for normal sale. However, production records (in the BMIHT archives) show that only about 150 cars had actually been built by this time, mostly due to major industrial action at the BL Speke plant that included a 17-week-long strike from November 1977. Rally journalist and historian Graham Robson quotes John Davenport (director of BL Motorsport at the time) as reminding him that *"In those days there was no rigorous FIA inspection system. Provided that one provided production sheets signed by an important manager, then nobody worried..."* Robson goes on to state that *"A lot of fast and persuasive talking then went on, to show that the makings of well over 500*



[sic] cars were either built, partly built, or stuck in the morass of the Speke strike". However, the FIA rules are clear that only "entirely finished cars" might be counted towards this requirement.

An alternative explanation that does not ignore the FIA's explicit requirement for finished cars comes from an article on the Group-4 Vauxhall Chevette HS, published in Autosport only a few weeks after the TR8 was approved. That says "there had arisen an understanding that some leeway was allowed. For instance, if the 400 cars were built within a few months of the homologation date then the car would normally be allowed through." And while the homologation of the Chevette HS was approved on 1 Nov. 1976, the 400 Chevette HSs weren't finished till the end of 1977. Production records show that about another 250 fixed

head coupe TR8s were built in 1978, making up the FIA requirement for 400. While the fixed head version of the TR8 does not appear to have ever been a catalogued model, only the convertible, and "[f]ollowing the cancellation of the project, normal practice might have been to dismantle the cars or convert them to normal TR7 power", most or all were sold to private buyers in the US or Canada. This may be as a result of the FIA requirement for such homologation specials to be "meant for the normal sale".

The TR8 did not go on sale in North America until mid-1979, and then only as a convertible model. According to Graham Robson, the Group 4 rally car was therefore called the TR7V8 as a compromise with BL Sales and Marketing.



Photography Credit: Courtesy Vernon Brannon



INSIDE & OUT

A 1981 Triumph TR8 Convertible

Photography : Darin Schnabel ©2019

Courtesy of RM Sotheby's

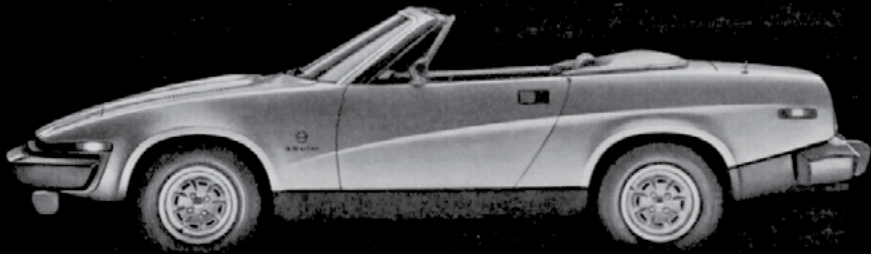






**“NOTHING LESS THAN THE
REINVENTION OF THE SPORTS CAR.”**

CAR AND DRIVER, AUGUST 1980



“JRT... has produced an automobile that the doom-and-gloom bunch has been telling us we can't have anymore—a car that's fun to drive, a car that's fast and nimble.”
MOTOR TREND, JUNE 1980

“Just when it seemed as though we would never again see another mass-produced, lusty-hearted convertible sports car, here comes the Triumph TR8.”
ROAD & TRACK, JUNE 1980

“The TR8 reminds us of what a sports car should be: a 2-seat open-to-the-air exercise in vehicle performance.”
MOTOR TREND, JUNE 1980

“The TR8 is about the only automobile of its kind you can get without having to mortgage the family farm.”
MOTOR TREND, JUNE 1980

“It feels and sounds like a small-block V-8 should: sensuous. And it is real competition for the 225-horsepower 350 cubic-inch L82 Corvette.”
SPORTS CAR GRAPHIC, JUNE-JULY 1980

“The TR8 accelerates quickly through the gears and will smoke the tires off the line when asked.”
MOTOR TREND, JUNE 1980

“In a time when most cars are dull, the TR8 is pure automotive enjoyment.”
SPORTS CAR GRAPHIC, JUNE-JULY 1980

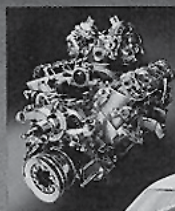
“Best new sports car of 1980”
ROAD TEST, JULY 1980

“...this car probably represents the best sports car buy today.”
SPORTS CAR GRAPHIC, JUNE-JULY 1980

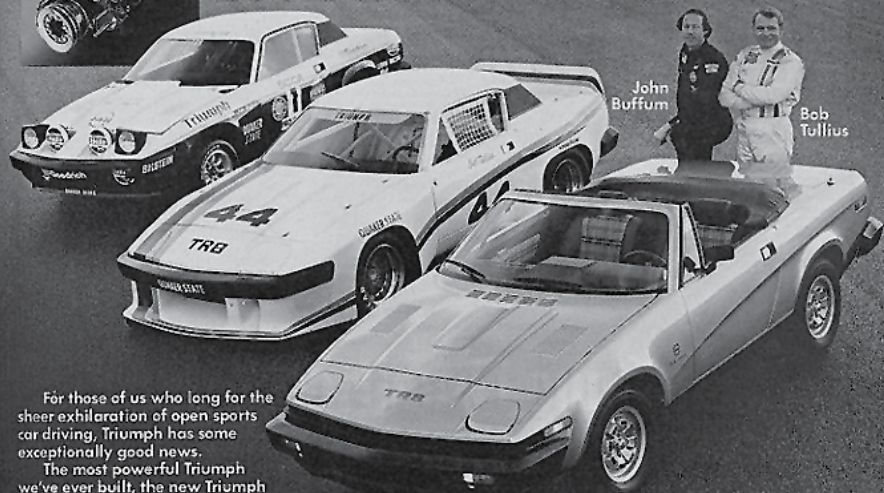
Test drive the incredibly responsive TR8 today. For the name of the dealer nearest you, call these numbers toll-free: (800) 447-4700 or, in Illinois, (800) 322-4400.
© Jaguar Rover Triumph Inc. Leona, N.J. 07505.



VERSIDE INTERNATIONAL RACEWAY



TR8: TRIUMPH'S NEWEST SOURCE OF POWER.



John
Buffum

Bob
Tullius

For those of us who long for the sheer exhilaration of open sports car driving, Triumph has some exceptionally good news.

The most powerful Triumph we've ever built, the new Triumph TR8, is ready to take to the road. Its power comes from a brawny V8 engine. Not an ordinary V8, this one is cast from tough lightweight aluminum-alloy.

Consider: 3.5 liters with dual exhaust, twin carburetors, five main bearings and an impressive standard 5-speed transmission that effortlessly surges you from 0 to 50 in a shade over six seconds.

Everything about the TR8 was designed to move you and move you quickly. Its wide torque band provides a satisfying response of power as you shift smartly through the gears. A truly responsive sports

car is at your command. Even its sleek contemporary design says "move."

And you move in perfect comfort. The TR8's suspension consists of MacPherson struts up front and four-link coil arrangements in the rear. There's a full eight inches of suspension travel between you and the roughest roads.

The TR8 has already proven itself in competition. Rally driver John Buffum and racer Bob Tullius drove TR8s to first place time after time in races and rallies during the 1979

season.

See the TR8 at any Triumph showroom. Better still, take it for a test ride—top down. Unleash the power. Triumph's TR8. The most powerful Triumph ever to roar down the road.

For the name of your nearest Triumph dealer call:
(800) 447-4700;
in Illinois call:
(800) 322-4400.



Jaguar Rover Triumph Inc.
Leonia, New Jersey 07605





This TR8 works race car triumphed on American soil

Classic Driver Magazine

You know you've got one hell of a race car when the organisers start giving your team handicaps, and that's exactly what happened with this dominant 1979 Triumph TR8 IMSA GTO race car for sale with Grand Prix Classics. The story starts with a man called Bob Tullius, the head honcho at Group 44, the official factory USA racing effort for British Leyland. Group 44 had already seen its fair share of glory on American soil, with 13 SCCA National Championships, two Trans Am Championships, and a Trans AM Manufacturer's Championship under their belt before they started developing the car you see here. Bob Tullius saw the aerodynamic, V8-powered TR8 and recognised its potential on track. Two TR8 racers were built, powered by a hearty 395-horsepower 3.9-litre fuel injected Rover V8. Weighing in at just over a tonne, this

fire-breathing TR8 racer immediately proved Tullius' hunch was correct, winning 1st in class and 7th overall at its debut race at the Watkins Glen 6 Hour, thoroughly trouncing the Corvettes and Camaros on their home turf. It would prove to be so successful, in fact, that the SCCA would have to hit the TR8 with weight penalties to try and level the playing field. As a result, Tullius entered the TR8 in the IMSA series, where it finished 1st in class and 6th overall at the Sebring 12 Hours. It would continue to the GTO class, eventually placing second in the IMSA GTO Championship. In the end, this chassis would win 8 races, with its sister car claiming one victory of its own. Today, it remains in stunning original race specification, just as it left the racetrack after its final battle at the Sebring 12 Hours. This TR8 stayed with Bob Tullius and the Group 44 team until 2008. By 2019 it was sold to its fourth owner, who put the car through a complete mechanical restoration that finished in 2021.







Triumph TR8 Turbo Le Mans

TR Register 2018 / Wayne Scott

The Triumph TR8 Turbo Le Mans was the first Triumph seen at Le Mans in 15 years and the first ever entry into the 24 hour race at La Sarthe by a single marque car club. The car was the ultimate hairy chested version of the much-maligned Triumph TR7 and TR8 production models being produced by British Leyland at Canley near Coventry at the time.

Alec Pringle, a member of the TR Register was instrumental in bringing together the joint entry at the time and recalls the massive effort to raise funds for the car, *"In the dying days of Triumph so many TR enthusiasts around the world rallied to the cause and chipped in to help the last TR make it to Le Mans. Yours truly sold his TR6 in order to stump up our share of the entry fee, 25% of the sale proceeds went in the pot."*

The project however was ill - fated failing to qualify in 1980 after a disagreement with the ACO, it returned in 1981 following testing by Derek Bell and racing at the Silverstone 6 hour race, only to be withdrawn after a heavy crash that could not be repaired in time. Derek Bell famously remarked on the cars lack of refinement but huge potential given the right level of development. It returned in 1982 but was withdrawn for the final time due to lack of funds and support from British Leyland.

All agree that the potential of the car was awesome and given larger funding, who knows what it could have achieved. Janspeed developed the Rover V8 engine with twin Rotomaster Turbochargers fed through SU carburettors providing monstrous power in excess of 500 bhp reigned in by Formula 1 grade brakes. It was clocked at over 200mph



on the Mulsanne straight in 1980 before suffering drive shaft vibrations as well as a host of other niggles.

The car currently resides in Belgium where its devoted owner Bert Smeets has previously invested much money, time and effort into restoring the car

to its current, glorious state. A lot of work has been undertaken on the car in readiness for the GRRC Members Event, which has involved a full engine and turbo rebuild by midlands based Rover V8 guru John Eales.





1979 Triumph TR8 Coupe SCCA Rally Car

From 'Bring a Trailer'

This 1979 Triumph TR8 coupe was campaigned in SCCA ProRally events by driver **John Buffum** during his championship-winning 1979 and 1980 seasons. The car was also reportedly used during Buffum's 1980 North American Rally Cup-winning season.

It was later raced in Canada before spending time in Florida, North Carolina, and Belgium, where it was purchased by the seller as a non-running project in 2005. The car was then refurbished between 2017 and 2018 and campaigned by the seller in the 2018 Eifel Rallye in Germany before it was re-imported to the US in

September 2020. Power comes from a replacement 4.8-liter dry-sump Rover V8 sourced from JE Developments in the UK and paired with a four-speed manual transmission. Features include quad Weber 48 carburetors, ITG air filters, an oil cooler, Bilstein shocks, a Wilwood brake cylinder, 13" Panasport wheels, a full roll cage, an electrical cutoff switch, an intercom system, and a Halda rally clock.

A March 2021 letter from John Buffum, and a New Hampshire title in the seller's name lists the car as a 1976 TR7.

The car is said to have begun life as a British Leyland body-in-white that was delivered to Libra Racing in late 1978. According to a March 2021 letter from John Buffum, the car was



delivered without a factory VIN and was subsequently fitted with one sourced from a wrecked 1976 TR7 for registration purposes.

Features include a left quarter panel NACA duct, Lexan side and rear windows, a cowl-mounted electrical cutoff switch, a louvered hood, fog lights wearing Hella and Triumph covers, and pop-up headlights fixed in their raised position. The names of Buffum and co-driver Doug Shepherd are present on the fenders.

John Buffum

For four years starting in 1977, Buffum drove factory Triumph TR-7s and TR-8s, teaming with Doug Shepherd as his co-driver. The pair dominated both the SCCA PRO Rally series and the North America Rally Championship until British Leyland dropped out of racing in the U.S.

BELOW: The replacement 4.8-liter dry-sump Rover V8 was reportedly sourced from JE Developments of Leicestershire, England, and installed during the seller's ownership. Features include quad Weber 48 carburetors, ITG air filters, and an oil cooler.





My Triumph TR8 Fixed Head Coupe

By Rohan Sharpe, TCCV member #931

After purchasing the TR8 in late 2018, we joined the TCCV in early 2019. Then, in the September of 2019, we had the car featured in that month's edition of the *Trumpet* (see page 12, <https://tccv.net/members-only/trumpets/2019/09.pdf>). The article within that edition covered all that we knew of the car's history up until that point in time.

However, since then we have been lucky enough to have tracked down and spoken with the first owner of the car who had purchased it new back in the early 1980s.

When we first came into contact, he was totally amazed that the car was still surviving AND it was on the other side of the world. He informed me that the TR8 was first purchased new at a price of around \$US12,000 in 1982 from Dodge City, which was a JRT (Jaguar,

Rover & Triumph) dealership in New Hartford, New York. That owner kept the car right up until the end of the 1980s, selling it to the second owner when it only had 26,000 miles on the odometer.

It's hard to believe how a car that was manufactured out of the Canley factory in May 1979 was not sold until 1982. This, we believe, was probably due to a number of factors:

1. The currency exchange between the pound sterling and the US dollar didn't help – as mentioned earlier the cars were being sold off at a somewhat hefty price of around \$US12,000.
2. The unfortunate demise of JRT also happened at around the same time.
3. The Drop Head Coupe (DHC) was released in early 1980 and I believe the Convertible was more preferable over the Fixed Head Coupe (FHC).

The original owner mentioned that due to the car not being his daily drive, he was able to store it away during



the winter months, thus protecting it from the extreme weather conditions that New York had to offer. In doing so, this practice has been instrumental in contributing to the preservation of the car, as anyone who has seen it will know how original it still is.

It's been six years now since purchasing the TR8, taking advantage of any spare moment we get to take it on a run. Whether it be on a TCCV run or any other outing, the car never fails to supply us with loads of enjoyment.

The TR8 has been very reliable during that time, with the odometer now surpassing the 35,000-kilometre mark. The only exception to the statement of reliability was the day when the fuel pump inertia cut-out switch activated and, luckily enough, only the week before I had learned of that function and the possibility of it happening. In my case it was definitely due to the quality of the Victorian roads, but don't

get me started on that topic!



Fun fact: There is an avid TR8 enthusiast residing in Canada who is currently documenting the whereabouts of all the TR8 Coupes from around the world. Out of the 400 odd that were manufactured, he has documented around 200+. This includes previous owners and the locations of the cars.

Hoping for many more years of happy Triumph motoring!

Cheers!

Rohan



**BIG-CAR ACTION!
SMALL-CAR THRIFT!**

**BRAND-NEW, 155 H.P.
ALUMINUM, LIQUID-COOLED**

ROCKETTE V-8 ENGINE

**STANDARD ON EVERY F-85
... at no extra cost!**

PACKED WITH POWER!
The Rockette's got it—zip and zoom... smooth, quiet performance! Combine the hustle and muscle of this lively new Rockette V-8 Engine with the thrifty lightness of aluminum... and you enjoy both action and economy!

FUEL ECONOMY!
Here's just the kind of gas economy you expect from a smaller car! Oldsmobile's new aluminum Rockette V-8 Engine saves you money on lower-cost regular gas. And its high efficiency costs you of more miles per gallon!

PROVED V-8 DESIGN!
Experience in building over four million Rocket Engines stands behind the design of the new Rockette—a front-mounted, liquid-cooled V-8 that has proved its ruggedness and reliability—on all kinds of roads, under all kinds of conditions!

Plus NEW HYDRA-MATIC® WITH ACCEL-A-ROTOR ACTION!

Only the F-85 has it in the low-price field—new Hydra-Matic with Accel-A-Rotor action! The amazing 22-vane rotor speeds up the response... smooths out the getaway... moves you into economical direct drive in seconds!
*Optional at extra cost in all models.

What is that under the bonnet?

Part of an article by Dave Cruikshank for *Street Muscle* magazine

In the beginning: In the early stages of the TR7's development, the idea of a more potent V8-engined version was on the docket. A prototype TR7 with a V8 engine was built. However, British Leyland faced financial struggles with labor disputes, and engine supply issues (with sister BL divisions MG and Range Rover taking priority), which delayed the project.

The Triumph TR8 eventually emerged as an eight-cylinder variant of the new wedge-shaped Triumph. Manufactured by BL's Jaguar/Rover/Triumph division, the TR8 was often internally dubbed the "English Corvette."

Here's where the story gets interesting. Every TR8 was powered by a Buick V8. Yes, you read that right. The Rover V8

was an early 1960s Buick/Oldsmobile/Pontiac all-aluminum V8, pilfered from General Motors. Unimpressed with Triumph's own SOHC V8, the TR8 engineers passed on the homegrown engine for the now-renamed "Rover V8."



In the end: The lightweight 3.5L V8 fit snugly into the TR8 engine bay, it was mated to a five-speed transmission and sent power back to a live axle. With a curb weight of just under 2,700 lbs and 148 hp at 5100 rpm, the TR8 could deliver 0 to 60 mph times in the low 8 seconds. *Photo: Silodrome*



A Gathering of States

By Sue Burgess, TCCV member #495

The 18th Annual Rally of the TCCV, ACT and SA Triumph car clubs event took place the weekend of 18–21 October. Westerners started at Wallan and headed off to Euroa. The Easterners assembled at Yarra Valley and headed to the Seymour bakery for morning tea. When all were refreshed, we trundled down the road to meet up with the Westerners at Euroa for lunch at the Shell service centre. With full tummies and a larger convoy, we set out for our first night's lodgings. Motel Wellington Wodonga. Along the way, Peter Welton experienced problems with his car. It was lacking power down low. When we got to the motel Chris had a fiddle with his timing and it improved. When we had all settled in, we wandered over to The Goods Shed for dinner. The meals were huge, especially the battered fish. But very nice. During the night it started to rain. By morning it was still raining, resulting in a wet pack up and a long, wet drive over the Kosciusko Snowy Mountain range to Jindabyne. It was a very eerie drive at the upper most section where there has been a fire in the past. The area was aptly name Siberia.

Upon arriving in Jindabyne we went straight to the Lake Jindabyne Hotel for lunch. Here we met up with the crowd from the ACT. Lots of happy greetings and some disappointing news that some of the regulars (Jack and Jenny Gault and Rick and Diane Wade to name a few) were unable at the last minute to make the trip. With full tummies again (we eat a lot on these trips) we headed



to the Rydges Snowy Mountains Horizons Hotel for our three-night stay in Jindabyne. This hotel is on the shores of Lake Jindabyne. All the apartments have balconies that look out onto the water. It's wonderful. There is a sitting room, a kitchen with dishwasher, a bedroom and a bathroom-come-laundry with washing machine and dryer. It was lovely. The only drawback was that the complex was so big and we were so spread out nobody knew where anybody else was. But we all managed to get together for pre-dinner drinks in the lobby before dinner in the Rydges' dining room. On this first night we cut the enormous customary cake and shared it around. (Unfortunately, I didn't manage to get a picture!)

Saturday morning, we had a full breakfast in the dining room. Everything you could think of was on offer and as much as you wanted. The weather was much more promising as we assembled in the driveway for the convoy to the Snowy Hydro Scheme Museum. Here we were treated to a talk from a very knowledgeable gentlemen on the history of the building of the Hydro Scheme and a quick whip around the museum. Back in our cars and we shot across to the Cooma Monaro Historical Automobile Club Inc. Lunch was had in the club rooms and consisted of sandwiches and fruit, tea and coffee. Lots of very nice cars and very well set out. Complete with a '50s diner and Elvis Presley. People filtered out and found their own way back to the hotel, checking out various places of interest on the way. Dinner was at the Jindabyne Brewery. Lovely view of Lake



Jindabyne from a different angle.

Sunday was once again a full breakfast and then, so as more of the area could benefit from our visit, we were left to explore and meet at either Dalgety Hotel or Wildbrumby Schnapps Distillery for lunch. David and Glenda Smith were having trouble with their Stag (the clutch cylinder was leaking, thus no real clutch). They hopped in with Chris and I in our sedan and we went out to the Crackenback Resort. This is a very beautiful resort with a golf course, a lake, lots of art sculptures dotted everywhere and a very pleasant walk around the lake. A young lady directed us to another walk down by the river. Very relaxing, apart from the shy snake on the retaining wall who thought putting his head in a hole was enough for us to not be able to see him. We just took a pic and left him to enjoy the sun. Off to the distillery for lunch. Beautiful property and food. Managed to line up six cars for a photo shoot. A lot of people came in their everyday cars this year. For various reasons. Back in Jindabyne we went to the Banjo Patterson Clancys Restaurant for dinner and speeches.

Next year's event will be in South Australia. We heard a little of what they are planning. More planning to come. When we got back to the hotel a car charity bash had rolled in. So lots of interesting cars to look at.

Sunday morning lots of goodbyes and see-you-again-next-year hugs. The lake looked gorgeous this morning. So still and island reflecting in the water. SA set of early, ACT people were leaving a bit

later and as for TCCV, half opted to go home via Cann River and the other half back to Wodonga. We went the way we came to Wodonga with a stop on the way at Thredbo for a sticky and cuppa. Denise developed problems with her clutch upon leaving Jindabyne. She had to double clutch making the trip over the mountain a bit more difficult. Peter Welton had a bit of overheating but we stopped for a bit and put Denise up front and Peter in the middle. All was good and when we got to Wodonga Chris bled Denise's clutch and brake fluid which fixed her clutch problem. Must have had air in it. We heard that David and Glenda got home fine with no clutch (well done David). Peter had a bit more of a problem near home but his son came to the party and he got home fine too.

All in all, a good weekend and thanks to the ACT club, Anthony and Jack, for the effort they put in to organise it.





Earls Court Motor Show 1955

In 1955, Britain's *Daily Mail* produced a magazine reviewing the Earls Court Motor Show held from October 19 to 29 that year. The article below discusses the intensive research being carried out in Britain and the efforts made to maintain its place in world car manufacturing markets at that time.

Mr Stanley Clark, OBE, ACA, Chief Executive of the Society of Motor Manufacturers and Traders Ltd (UK), wrote this article. How the world motor manufacturing scene has changed, and Britain's labour scene stayed the same since 1955.

From Alan Andrews, TCCV member #572

The Great Battle for Sales

In 1954 Britain's motor manufacturers made over three-quarters of a million cars. By the end of June this year nearly half a million had already come from the production lines and still the demand cannot be fully met, either at home or overseas! Competition from abroad is strong, most keenly so in the countries of western Europe where the factories of the industry's main rivals are located. The USA itself, from whose immense car plants more exports are bound to flow in the future, found that even now the dollar problem

had permitted 30% increase in her automobile shipments in the first six months of this year, compared with the corresponding period of 1954.

There is no doubt whatever that competition will continue to grow in the world's motor markets. British manufacturers, however, are planning ahead to take advantage of every opportunity to boost their sales. Already a vast expansion program is under way, a program which will greatly augment the manufacturing capacity of the industry and bring speedier delivery to its customers at home and abroad.

MIRA Activities

Research and development are a constant and essential factor in the industry's quest to keep ahead in design and to produce the most reliable and economical of cars throughout the whole gamut of modern motoring. Apart from the individual resources of manufacturers themselves, the industry has created and operates its own lavishly equipped research establishments in the Midlands. The Motor Industry Research Association (MIRA), as it is called, has its own stand in the Exhibition.

For some years past MIRA has been the scene not only of intensive research activities but of a round-the-clock program of testing and proving on its 650-acre ex-RAF airfield site. There, our vehicles from the early prototype stage are put through endurance trials on 12 miles of specially constructed tracks and road surfaces including Belgian pavé, cross-country, corrugated, long-wave pitching, and noise generating



tracks; water splash and wading trough; and a dust tunnel to test for effective body sealing. In the spring of last year, a three-mile-long high-speed circuit was made available at the organisation providing safe driving and sustained speed facilities, whether at 150 miles per hour or at normal motoring pace. This proving ground, unequalled elsewhere in Europe and comparable with those in America, is a powerful force in making British vehicles fitted for operation in every part of the world and, consequently, a selling factor of the first importance.

Even with the inherent quality in their models, the need remains for manufacturers to plan their production schedules so as to reap the utmost advantage from variations in demand. Modern instances have been the

increased output of sports cars, a greater contribution to the small economy car range and the production of a wider variety of estate cars.

Into the battle for sales comes the Motor Show itself. The leading event in the international motoring calendar, it has an irresistible appeal to the motoring community. Many thousands of visitors from overseas make a special point of seeing the Show each year; millions of others abroad learn of the latest models on the stands through the medium of the world's press, radio and television services.

Overseas Visitors

Last year, in addition to well over half a million home visitors, the number who came to the exhibition from across the seas reached a new record of more than



AUTO EXHAUST SUPPLIES

Owner : **Jonathan Ignatidis**

INCORPORATING

(03) 9499 6475



(03) 9499 6475

736 Heidelberg Road, Alphington, VIC 3078

info@automotiveservicecentre.com.au



7,500, a record which is more than likely to be surpassed on this occasion.

The industry's position today is such that it exports more cars than any other country in the world. In the first six months of this year, notwithstanding the rail and dock strikes which seriously affected their shipping program, manufacturers were able to export over 200,000 cars. This was more than in the first half of 1954 and, when commercial vehicles were added, brought the total for motor vehicles to an all-time record.

The industry's rising output has enabled British car manufacturers to allocate many more cars to the home market at the same time as they intensify their export activities.

Car Waiting List

Anxious as they are to meet the needs of British motorists to the full, and despite a home sales level now at the rate of nearly 500,000 cars a year (200,000 more than the prewar figure!), there remains a waiting list for certain of the more popularly priced models.

It is the aim of our manufacturers that their new cars at this year's Motor Show, pictured and described in this Review, shall be made in sufficient numbers to meet the existing and ever-growing demand both here and overseas.

The degree of their success is dependent not only on their own efforts, but also upon the costs of production which they must face, and an industrial scene free from labour disputes.

Postscript from Alan:

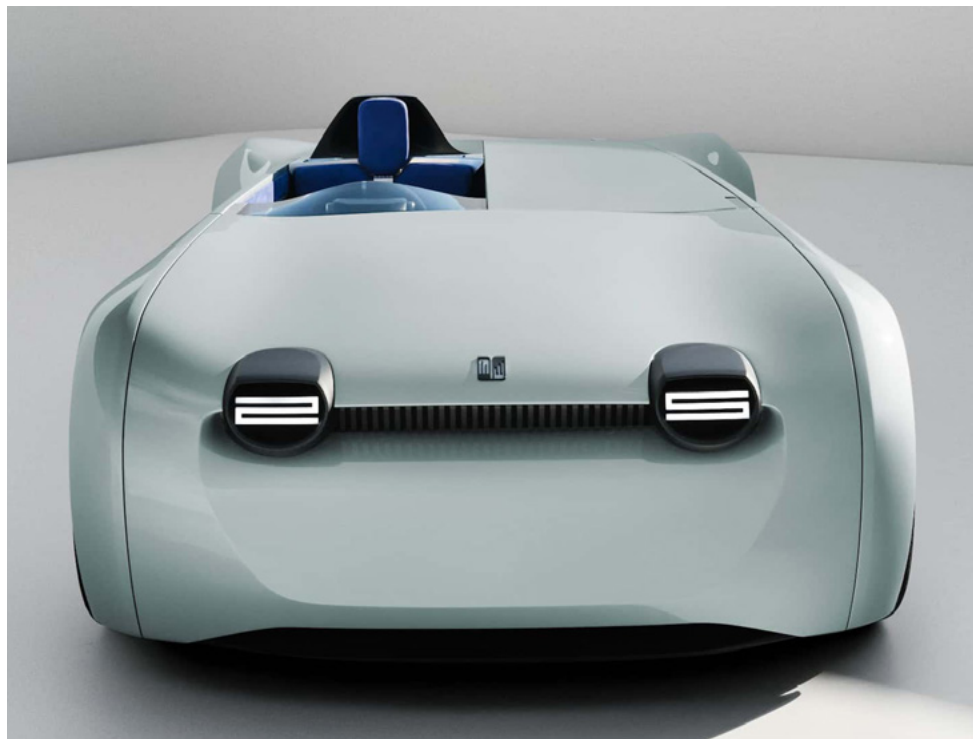
Since 1955, in Britain, motor vehicle production costs escalated, industrial labour disputes were constant and rampant, Britain's place in the motor manufacturing industry plummeted from exporting "more cars than any other country in the world" to practically none, and the UK Government stopped financially bailing out British car manufacturing companies. Stanley Clark's comments for success echo true.

A short list of British car manufacturers that have "gone to the wall": Allard, Alvis, Austin, Austin-Healey, Bean, Bristol, Daimler, Dawson, Gilbern, Hillman, Jensen, Jowett, Lanchester, Marcos, Morris, Panther, Reliant, Riley, Rover, Singer, Standard, Sunbeam, Swift, Talbot, Triumph, TVR, Wolseley.

Yet I am reminded of the Top Gear program which featured a "Mall-full" of British motor exports; so, it is not all doom and gloom for Britain. One wonders if BMW will produce a car with the Triumph brand proudly mounted in single letters across the front of the bonnet? Let's hope they do.

Below & Opposite - The Makkina 'Triumph'





CAULFIELD JAG

•S•E•R•V•I•C•E•



For All Triumph Service, Repairs, Restoration And Parts

- Specialist Triumph repair and rebuilds to engine, gearbox/overdrive and suspension
- Performance modifications and dyno tuning
- Personal, friendly service and realistic prices from owners with years of Triumph ownership and experience

Proudly Independent

www.caulfieldjag.com.au
46 Alex Avenue, Moorabbin. 3189

9555 8898



Stag Soft-top Malfunction

By Alan Andrews, TCCV member #572

Back in the very early 1970s Mercedes Benz produced a two-door convertible tourer with an electric soft-top. But it did not have a hardtop like the Triumph Stag produced around the same time.

The boffins at Triumph had a real crack at getting the Stag soft-top operating electrically – but failed. As a result, Stag owners, well me, actually, get good at predicting rain 10 minutes into the future as it takes me about that long to either put the roof up or put it down. Such a shame the boffins gave up.

When putting it up or down, the frame is under stress with forces pulling it one way and then another. I mistook the bends in the side bars as 'factory bends' as they looked so symmetrical. But they are not factory bends, as the bars started out perfectly straight.

Rimmer Bros in the UK sell replacement bars – see opposite. Part number RS2041. \$130 two sides. They bend over time as they are light-weight steel. The hole towards the centre may weaken the bar too.

At Jindabyne, Romeo, Rick and Vic, Stag owners from South Australia, examined my roof and were astonished at the curvature. Heaving on them took out some of the bend, but they are certainly not any way near straight.

They solved the same problem on their Stags by replacing the original bars with more substantial 5mm x 25mm steel bars using the original bars as templates for length and hole positions (see opposite.)

Only the driver's side rear locking mechanism works on my Stag. By straightening out the bars, I hope to realign the frame so the passenger-side rear locking mechanism works as well. If not, I will fit the new design locks I bought from Leon to see if that works. I will let you know how I go.



MEMBERS' INFORMATION

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

A quick reminder that, if technical or originality help is required please contact the club's Car Advisor for your vehicle model (see page 32).

Club Membership

As at 30th November, our total membership stands at 252. This is a slight increase (3) from the previous report as four rather tardy members did renew, and one other resigned. Regarding the renewals, regrettably, two members paid their renewal subscription but did not include any information as to who they are in the transaction record. I have therefore had to set their status to 'Past' also. I expect they will contact me once they realise they are no longer getting communications from the TCCV.

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

A reminder that a Club Permit registration will not be issued unless you have met the requirements as set out by the TCCV, which includes being a current financial member.

Name Badges

Wearing name badges at meetings and events assists members getting to know each other as well as identifies TCCV members at public events and

is encouraged. Recently, quite a few members have ordered name badges for their spouses/partners. If you haven't already done so, perhaps you might also like to do this. Please advise me if you require additional/replacement badges (\$10 each).

And a
Very Merry
Christmas to all
our Members!



TCCV Membership

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

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

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

N
O
T
E



Current Advertising Rates

6 issues published annually

\$500 full page, \$250 half page
Advertisers to supply artwork
(specifications can be supplied).

Disclaimer

The contents of The Triumph *Trumpet* do not necessarily represent the views of any Member, the Editor, or the Committee of the Triumph Car Club of Victoria, Incorporated (TCCV). While the TCCV appreciates the support of advertisers in this magazine, acceptance of an advertisement does not imply endorsement by the TCCV of the advertised product or service. Furthermore, the TCCV or any of its members cannot be held responsible in any way for the quality or correctness of any items or text included in the advertisements contained herein. The information in this publication is of a general nature as a service to TCCV members and other interested parties. The articles included herein are not intended to provide complete discussion of each subject. While the information is believed to be correct, no responsibility is accepted for any statements of opinion or error or omission.



COMMITTEE

President	Tony Cappadona	president@tccv.net	0419 113 517
Vice President	Peter Welten	vice-president@tccv.net	0409 511 002
Secretary	David Ferguson	secretary@tccv.net	0417 463 110
Treasurer	Denise McGuire	treasurer@tccv.net	0438 231 207
Committee Member	Dave Harden	committee1@tccv.net	0419 563 959
Committee Member	Iain Perrott	committee2@tccv.net	0407 046 315
Committee Member	Alan Andrews	committee3@tccv.net	0418 947 673
Committee Member	Terry Roche	committee4@tccv.net	0404 391 511
To email all Committee members		committee@tccv.net	
Past President	Peter Byrnes		

VOLUNTEER POSITIONS

AOMC Delegates	Colin Jenkins	aomcdelegate.net	0412 484 995
	Terry Roche		0404 391 511
	Peter Welten		0409 511 002
Book Librarian	Andrew Richards	booklibrarian@tccv.net	0414 541 149
Club Permit Officers (and location)			
Secretary	Tony Cappadona (Albert Park)	clubpermitsecretary@tccv.net	0419 113 517
Officers	Noel Warden (Rowville)		0448 081 947
	Denise McGuire (Newport)		0438 231 207
	Terry Roche (Blackburn South)		0404 391 511
	David Ferguson (Safety Beach)		0417 463 110
Clubmanship Points Collator	Peter Welten		0409 511 002
Editor & Design Coordinator	Fran Madigan	editor@tccv.net	0403 133 063
Event Coordinator	Graeme Oxley	events@tccv.net	0413 135 779
Membership Secretary	Roger McCowan	membership@tccv.net	0439 711 381
Photo Master	Nick Rix	photos@tccv.net	0412 479 903
Regalia Officer	Joseph Kleinitz	regalia@tccv.net	0412 909 854
Scrutineers	David Ferguson (Safety Beach)		0417 463 110
	Peter Welten (Montrose)	scrutineers@tccv.net	0409 511 002
	Theodore Rau (Upwey)		0407 518 344
Tool Librarian	Lindsay Gibson	toollibrarian@tccv.net	(03) 5989 6196
Triumph Trading	Fay & John Seeley	trading@tccv.net	0491 107 869
Webmaster	Alan Andrews	webmaster@tccv.net	0418 947 673

CAR ADVISORS

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



AUTO SURPLUS

VETERAN | VINTAGE | CLASSIC

ALL THE PARTS YOU NEED FOR YOUR TRIUMPH

ENGINE & DRIVELINE | BRAKE & CLUTCH
STEERING & SUSPENSION | ELECTRICAL & IGNITION



www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566 | sales@autosurplus.com.au

Ringwood Speedometer Service

Under New Management

Gary King

Automotive Instrument Technician

40 years experience, with personal, friendly service

Local and interstate service for sales and repairs for most makes and models including:

- Speedos and Tachos
- Gauges and Tank Units
- In-shop Instrument diagnosis
- Cables made to sample



Tel: 03 9874-2260, Mob: 0422 122 124

E-mail: ringspeed693@gmail.com 693 Whitehorse Road, Mitcham, 3132, Victoria



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total loss salvage options
- Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.



Join the Shannons Club today! Get connected and share your passion - shannons.com.au/club



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP. SHFMA2101 17/9/21 A