



Traction OCT/NOV/DEC 2024

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
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BUMPER ISSUE!



15 Historic Sandown

25 National Rally – WA





Geoff leading a few MG's at Calder.
Photo: www.affinityphotography.com.au



Above: Gordon takes the chequered Flag in the rain.
Below: Garry leads the pack through Miller Corner
Photos by: www.affinityphotography.com.au





***"To encourage competition
in and preservation,
ownership and operation of
Triumph Sports Cars"***

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

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

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

VENUE: Sunset Bar and Bistro, The Manningham Hotel

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

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

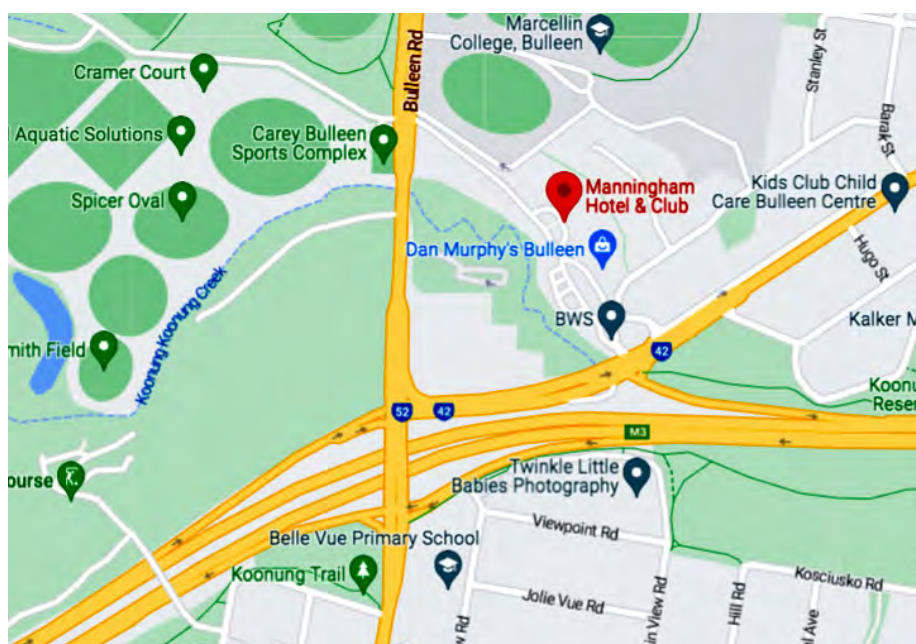
Ample Parking.

NB: Meeting starts at 7:30pm.

www.tsoavic.com.au

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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, car display at the National Rally by Keith Pace. Bottom, Historic Sandown by www.affinityphotography.com.au

Traction Deadline Dates

Feb/Mar	20 Feb 2025
Apr/May	20 Apr 2025
June/July	20 June 2025
Aug/Sept	20 Aug 2025

EDITOR'S REPORT

Welcome to our Bumper Christmas Issue! It is 52 pages of text plus the 4 page cover, our largest yet! This is also a one off!

We have two "GTK's" (Get to Know's) this issue, one from our new Social Secretary Cameron Wright and one from Brian Watt. Many thanks for Brian's support offering a large amount of spares to the club to "sell".

Cath Macdonald has written about life in her early days of TSOA and the clubs involvement in motorsport and a joint article with Gordon on the wet and dry State Racing at Phillip Island. John Mosig has written about the early days of TSOA.

We have a terrific article on the Macau Grand Prix Tribute Car from the magazine *NZ Classic Driver*, See page 9 and page 34.

Keith Pace has written about the National Rally in WA with some terrific pics.

Brian Watson has written about the three

day weekend away to the MOVE Museum.

Brian Chenu is selling his original, one owner TR6 and has given us an article about his car. Thanks to Phil Nicholson for is Motorsport Australia report. Phil Johnstone for his AOMC report and Shirley St John-Cox for her race report.

Technically we have from the *Triumph Stag Club of the Americas* how to upgrade your Stag headlights and. Phil Johnstone has a another Wedge Tip.

Please help! If you are attending any TSOA event (social, comp.) please write an article AND take a few photos! **Ideally we need someone to make a special effort at the club motor sport events and take photos.** Send them to me via the Traction email:

traction@tsoavic.au

George Stephen Editor

DATE	EVENT LOCATION	DETAILS AND CONTACT
Friday 22nd - Sunday 24th November	Motors & Masterpieces (Replaces Motorclassica) The Melbourne Showgrounds. Entries are open	www.motorsandmasterpieces.com
Saturday 30th November	MSCA Come & Try Day, Phillip Island	www.msca.net.au
Tuesday 10th December General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
2025		
Sunday 5th January	New Years Breakfast 9:00am Schwerkolt Cottage Reserve, Deep Creek Road, Mitcham	
Sunday 19th January	AOMC/RACV Festival of Motoring at Cruden	More details to follow
Tuesday 11th February General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen Annual Awards Presentations	Come early for dinner. Meeting begins at 7:30pm
Sunday 16th February	AOMC British & European Motoring Show at Yarra Glen Racecourse	More details to follow
Tuesday 11th March General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Friday 28-Sunday 30 March	AOMC/RACV Florence Thomson Tour	More details on AOMC website
Tuesday 8th April General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Sunday 18th May	National Motoring Heritage Day	



NB: Motorsport calendar on page 6



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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Gordon & Jim



Bob & John



John & Cath

Guest Speakers

We've had a terrific bunch of guest speakers at the last few General Meetings.

September General Meeting

We had a very informal chat at the September General Meeting from some long standing members. Gordon Bunyan MC'ed three Life Members Bob Morrow, Jim Gallagher and Cath Macdonald plus we also had the a past member John Mosig. This group were very entertaining. They explained how things they did back then in the 1960's -70's you would not get away with now. Check Cath's article on page 31 and John's on page 18.

October General Meeting

We were fortunate to have Alan Heaphy, a motorsport legend not many people know about. It's not all about the racing drivers, people like Alan manage, co-ordinate and put all together. I'll let his bio inform you.

Alan Heaphy

Alan Heaphy has been involved in motor sport for well over three

decades.

With experience in V8 Supercars, the Australian and British Touring Car Championships, European Sportscars and Rally to name a few, he has enjoyed success at home and abroad and is respected by everyone in the industry.

From Wikipedia

Alan Heaphy started his career as a mechanic (Ed: in Benalla) in rallying, later moving to England. He then moved to Nismo working on its European Touring Car Championship campaign in 1988 with Allan Grice and Win Percy and World Sportscar Championship program. In the early 1990s he returned to Australia to manage Gibson Motorsport.

After working for Janspeed on Nissan's 1993 British Touring Car Championship campaign, Heaphy returned to Australia to manage Wayne Gardner Racing. Upon its closure at the end of 1997, he returned to Gibson Motorsport in 1998 managing the team until Fred Gibson sold it at the end of 1999.

After consulting to John Briggs Motorsport in 2000, he rejoined Gibson Motorsport in 2001, managing

it until the team closed in 2003. He then moved to work on Mitsubishi's Australian Rally Championship and Production Car programs winning the 2009 WPS Bathurst 12 Hour.

In 2013, Heaphy reunited with Fred Gibson to reform Gibson Motorsport as a race car preparer for cars participating in the Heritage Touring Cars series. Amongst its clients are the owners of former Gibson Motorsport Nissans. In 2014, he managed Abarth's Bathurst 12 hour campaign.

Wikipedia

Footnote: Alan currently runs PPE (Performance Part & Engineering) who can help with suspension, engines, drivetrains, tuning, design, engineering and team management.

George Stephen



Alan Heaphy

Presentations

The President presented the following Years of Membership Badges at the September General Meeting. First an award to Bob Morrow for 60 years of Membership. To Cath Macdonald 45

years and Ron Farrugia for 30 years.

Michael Kip received the Fastest time at the ATC (All Triumph Challenge) and the TR7/TR8 award from the ATC.



COMPETITION SECRETARY'S REPORT

Competition has been a very full season for 2024.

TSOA have competed in MSCA, Regulation Relays, State Racing, Historic Racing, Hill Climbs etc.

As of writing the Sandown Historics have just been run and won with Triumph cars running in Group S and the MG and Invited British racing.

Just as a by the by TSOA will be sponsoring a Trophy inside the MG and Invited British for the 1st round of their season at the Sandown Historics. We would like to make sure as many of the racing Triumph entrants have a nice group of TSOA members to watch their exploits on the day. I'm not sure at this point what the date is sorry,

Also of note is the fact the TSOA

Championship is so close that the last event of the year changed the placings. All will be revealed on presentation night 2nd Tuesday of February 2025.

I would like to thank all of the various TSOA Competition entrants for helping make the 2024 season a very full and exciting one to be involved with.

Regards to all and best of fortune for upcoming festive holiday season.

See you all in 2025.

Don't forget to check out the video link via the TSOA Website for some entertainment!

Regards
Michael Kip Competition Secretary

The MSCA Calendar 2025

Saturday 1 February

Round 1
Phillip Island



Sunday 2 March
Round 2 Winton

Sunday 22 March
Round 3 Sandown

PCV Sandown Regularity
Sunday 23 March
Sandown

Saturday 26 April
Round 4 The Bend

Sunday 29 June
Round 5 Sandown

MSCA All British Day
Saturday 16 August
Winton

Sunday 17 August
Round 6 Winton

Sunday 21 September
Round 7 Phillip Island

Saturday 11 October
Round 8 Calder

MSCA Come and Try Day
Sunday 30 November
Phillip Island

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

Regards
Michael Kip MSCA Delegate

MSCA REPORT AGM 2024

MSCA has and is having a very successful year with an average in excess of 90% entries with some events being oversubscribed with waiting lists for entries.

Appointment

Bruce has been appointed to the role

of State & Club Competition Manager at Motorsport Australia effective September 30th.

Bruce will continue in his role as MSCA President and will be standing down from the Speed Panel Chair and State Executive positions.

We congratulate both Bruce and Petrina Astbury for this new role for Bruce into the future.

MOTOR SPORT AUSTRALIA REPORT AGM 2024

The 23/24 year has seen a number of significant changes, and challenges, for Motor Sport Australia.

The appointment of Sunil Vorha as CEO, Lisa Crampton as Sporting and Technical Director, and recently, Bruce Astbury, current president of MSCA, to the role State & Club Competition manager, should see a revitalisation of MSA with renewed emphasis on official training and a new focus on club level motor sport.

The focus on official training is timely,

as a developing issue centring around the lack of funds to compensate officials in training for costs incurred with travel and accommodation costs is becoming a hindrance to participants becoming qualified.

The rules around medical requirements for race and rally competitors have been changed so that only competitors over 60 years of age will require an annual medical.

As more electric vehicles come on the market training and safety equipment is an emerging problem. Currently, event organisers have to obtain

special permission from MSA to allow entries of EV's, as well as having a separate safety plan in place.

Separate championships are in place for the Victorian and Australian Super Sprint Championships.

The Victorian championship is run over three rounds, the first have been run on the 6th July at Philip Island and run by the Alfa Club. The rounds themselves are part of a normal sprint event. Take up for the first round was not great, with only 14 out of over 100 entries entering the series. (Continued on the next page.)



Calder Park Raceway

– MG/British Invited State Race Round 6

A small group at this year's state race round at Calder, some drivers deciding not to enter for various reasons, track conditions, car repairs or saving their cars for the Sandown Historics.

Geoff decided to enter as he felt the track was ok to race on from the previous year. Our group were lucky enough to have the enormous carport to ourselves, think this was the last thing built at Calder before they discontinued racing.

Weather was perfect. Cars parked and ready to go on the Thurs/Fri as usual. So an early start Saturday Morning. I was pit crew for the weekend, not much to do, fuel for the car and fuel for Geoff. I was going to enter but my car decided to shut down on the back of the track on the previous weekend in the warm up, it got going again and stopped again. Suspect is the crank sensor or fuel regulator. We had this problem once before and it turned out to be a bad earth inside the car, Cheap



Geoff down the back straight.
Peter Weaver Motorsport Photography

fix! Waiting for Rimmers to deliver some bits now.

Qualifying was late Sat Morning Geoff was 5th. Tried a bit harder in the 1st race later in the day and managed 3rd.

Sunday, another relaxing morning! Geoff managed to get some shut eye, didn't effect his driving though, 3rd place in the two races for Sunday. He

and Mike Trathen enjoyed their battle. Geoff was team leader for a little while until Phil Chester came hammering by and our car stated jumping out of 4th gear in the last few laps

One of the MGs had a side window explode on the end of Turn 1, surprising a few people and the driver no doubt.

Luckily we were not on the Thunderdome, as the goats had claimed their spot there for the day. One way to keep the grass down.

Trico sponsored the event.

Big thanks to **Peter Weaver Motorsport Photography** for taking some great shots at the weekend and supplying these two.

Blendline covered the event – see youtube. LIVE Car racing –Calder Park Victorian State Race

Shirley St John-Cox



Geoff leading the pack.
Peter Weaver Motorsport Photography

MOTOR SPORT AUSTRALIA REPORT AGM 2024 continued

Regulations for the series can be found on the MSA web site. There are a wide variety of classes which should cater for most vehicles ranging from standard road cars, to highly modified time attack vehicle.

The Australian Super Sprint title will

be decided with only one round. This will be a two day event on the 16th & 17th November at Winton and hosted by the MSCA.

Last year saw MSA recording an operating loss due to significant increases in operating costs - a 60%

increase in insurance costs being one example. This leading to an increase in some license cost. The latest cost of living increases will see ongoing financial challenges for MSA.

Phil Nicholson



The AOMC is the peak association of some 250 motoring clubs in Victoria and as such, represents the views of the Motoring Enthusiast to Local, State and Federal Governments.

It celebrated its 45th birthday in 2021. The AOMC was instrumental in securing the Club Permit Scheme in Victoria. The AOMC operates from its office in the Healey-Jaguar Clubs' Complex in Springvale.

AOMC Webpages

The AOMC web pages <https://www.aomc.asn.au> continue to provide a wealth of information on CPS matters and car show events throughout Victoria. These pages continue to expand with more information. The webpages are augmented with Facebook, Instagram and a youtube channel.

Club Permit Scheme

The club permit scheme continues to grow. The AOMC has worked closely with VicRoads over the last few years on a number of issues, particularly on proposed amendments to the CPS relating to modified vehicles.

Following a reorganisation and privatisation of VicRoads operations, the Department of Transport will now lead on the CPS policy and the AOMC has liaised with the Department officers on some key issues of the CPS future operations but still many items and processes need to be discussed. The AOMC has quickly advised member clubs of major issues affecting the renewal of permits following swift resolution of the permit renewal problems with VicRoads. The AOMC has met with the Victorian Federation of Vintage and Veteran Car Clubs on common CPS issues to present a common position to Vic State Transport Department.

AOMC Delegates' Meetings

Four delegates' meetings were held with physical attendance slowly

returning. Remote Zoom meetings were also available for those unable to attend the meetings at the Jaguar-Healey rooms in Springvale. A most successful country meeting for central and northern club delegates was held at Ballarat in Aug 2023.

Motoring Shows

The AOMC normally promotes a number of motoring shows over the year. The American Car show was held at Caribbean Park, Scoresby Nov 2023. The AOMC/RACV Festival of Motoring was held in January 2024 at Cruden Farm, Langwarrin. This pre-booked event proved to be a great success. The Aussie Car Show was held at Mornington racecourse in Feb 24. The British and European Show was held in February 2024 at Yarra Glen racecourse. This resulted in an excellent attendance of over 1000 vehicles. A number of National Motoring Heritage Events on the third Sunday in May were held at the Pipeworks, Thomastown, Shepparton, Trentham Railway Station and Maffra Big Shed.

The Florence Thomson Tour 2024

Run for primarily women drivers in conjunction with the RACV in Eastern Victoria, this drew much participation in April 2024.

Club Management Seminars 2024

These are semi regular events held in the colder winter months. Two were held with first relating to club insurance and risk analysis. The second was on Club Promotion on the www. Each had a range of expert speakers. Typical attendance is about 100 persons at the Jaguar-Healey Club Rooms.

AOMC Group Insurance Scheme

The AOMC has been working with a major insurance broker to develop an overarching scheme to cover

typical incorporated car clubs. All AOMC clubs have been consulted with their responses allowing the broker to assess typical risk profiles. The insurance premium would then become part of the member club's annual AOMC subscription. The coverage would include Third party, Directors' Liability, Volunteers and Property. The AOMC will not be an authorised agent but merely collect the premiums.

Carbon Offset Programme

The AOMC offers access to the Greenfleet Scheme to enable individuals and clubs a simple method to offset their use of classic vehicles with the planting of carbon capture vegetation.

Engine Records

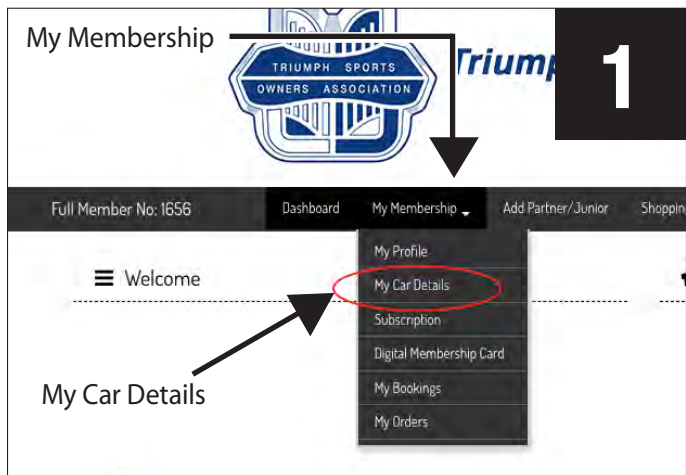
The AOMC service provides engine/registration searches to establish the history of a vehicle registered in Victoria up to 1984. Increased promotion of the service, both within the AOMC and motoring magazines, has ensured a continuing demand and income.

The AOMC remains in a satisfactory financial position.

Philip Johnstone AOMC Delegate (AOMC Committee member & Archivist)



MEMBERSHIP



Hello again everyone.

All members **must keep their car details up to date in your membership section on our website**, especially if you have a car or cars on Club Plate registration.

1. To do this they need to 'log in' under their My Membership Tab on our website

Here select My Car details

2. Now choose Add Car to add a new car details if your car is not already listed.

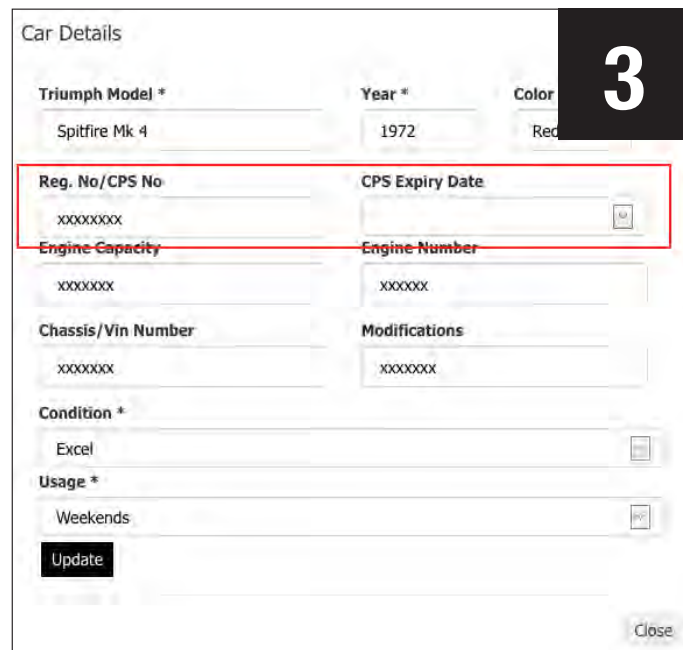
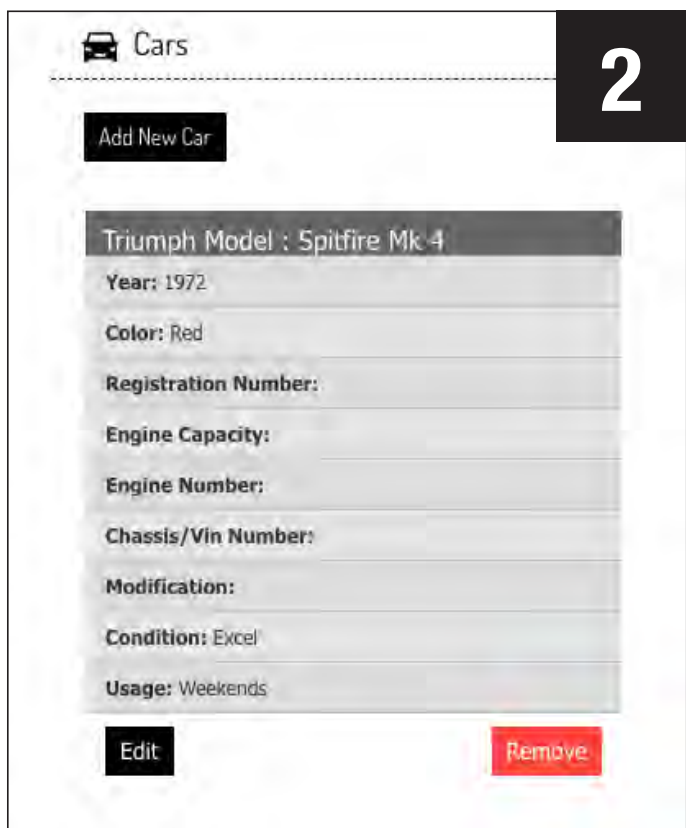
Choose Edit to alter an existing car details.

3. In the edit car details section please update your CPS registration date.

This field must be kept up to date.

Thanks.

Danny Holohan.



New Members

Susan McQuilen

Danny Murphy

TR7 V8

Alasdair Billingham

1974 Stag

Simon Jackson

TR7 V8

David Sherwin

1968 TR5

John Rayner

A BIG Thanks to NZ Classic Driver!

We have permission to reprint the article (on Page 34) of the Macau Spitfire Tribute Car from Allan Walton Editor & Chief of New Zealand Classic Driver and the photographer Stephen. Have a look at their website for their terrific magazine. <https://classicdriver.co.nz/> You can also subscribe online: atissubscribe.co.nz



Triumph Cars – a Family connection

What was your first car?

I learned to drive in the in the early 90's in my mother Judy's trusty daily driver, a white 1975 Triumph 2500 TC, Manual (No Overdrive, PS or AC!). This was 'kindly gifted' to me in 1994 when I obtained my licence.

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

Aside from a brief period in the early noughties, our family has continuously owned at least one Triumph since 1979, when I was 4 years old. My family has always had a connection with Triumph, as my father, Colin is Lindsay Coleman's cousin, more on that later.

My parents purchased the 2500 sedan in 1979 as a family car to replace their ailing Hillman Hunter GT, after being introduced to the Triumph marque by my father's uncle Ron. Ron lived on the Bellarine Peninsula and owned a Caribbean blue (aka AMI 1970's aqua!) 2000 MK2, after previously having a MK1. Our family was gifted the 2000 sedan in 1983, when he upgraded to a Renault Fuego, so for 20+ years Triumphs were our family cars – Dad would never drive a Falcon or 'Conformodore.'

What is your history of Triumph Cars? Do you know the history of your car/s?

Both sedans were previously one owner cars, fitted with towbars. In 1987, the 2500 made it to Sydney and back with our small sailing dinghy before the alternator failed (again) in the driveway upon return. Another time it broke down, our call to RACV for help at the top of our street, meant we had a mini family reunion as Lindsay came to the rescue. My younger brother, Stuart started his landscaping business with the 2000, packed with mowers, garden tools and occasionally a trailer.

By the late 90's the 2500 was starting to get tired with ~240ks on the clock, would often run on 5 cylinders, on hot days the clutch was marginal



and I would have to punch it into first gear. By this time, I was working fulltime as an accountant with KPMG and needed reliable transport to get to clients. With no time to rebuild it mechanically, the body was rust and accident free, I reluctantly sold the 'white whale' to a good home (TCCV member Laura Brehaut) and purchased a new SSS Nissan Pulsar from Ken Morgan (yes, I went in the cash cube!).

After driving, maintaining and repairing (front-ends, uni-joints, clutches etc.), on the sedans for many years, I always wanted a Stag – stylish, V8 sound and convertible. I looked at a few very average examples around Melbourne, however when on holiday in the US and searching Carsales one night, I found the 'perfect' Triumph Stag.

I am the third owner of my 'survivor' Pimento red Stag which I purchased 'sight unseen' over the phone from a Philadelphia hotel room...not quite, Dad arranged a pre-purchase inspection with Fairfield Motors, including a compression test before I completed the deal.

My Stag was originally Australian delivered to Kellow Falkiner in Melbourne, spending its first 4 years in Tassie, before being repatriated to Victoria in 1981 and my custodianship in 2004. I thought this was a good time to buy, just before Dad retired so



he could maintain it during the week and I could just enjoy on weekends. It was a great plan until he bought an Alfa 105! The Stag is a late 1977 model auto (BW65) and relatively low mileage with an extensive history file.

Over the last 20 years I've encountered the usual Stag V8 'maintenance' issues – head gaskets, timing chains, etc.

I am slowly working through a long list of maintenance, oil leaks and improvements for the Stag, recently overhauling the fuel system and tank – I never thought I'd need a hydroblaster! Overall, my aim is to make it as safe, reliable and comfortable as possible to drive it further, more often.

When did you join TSOA? What other cars are in your garage? Any funny car stories?

I joined TSOA in early 2004, mainly looking for tips and advice on buying a good Stag, back when the general meetings were at the Tower Hotel in Camberwell. Whilst I occasionally attended a few EMRs, meetings and the annual concours, I wasn't that active in the club.

After selling my Falcon G6E during covid, our current family cars are very safe, reliable, but a tad boring...two charcoal, auto SUVs...no turbos or V8s!

Incidentally, the 2500 sedan was pretty quick for its time, being the last year before restrictive emission canisters were introduced, Mum found this out the hard way in the early eighties when radar speed enforcement commenced...and I may have occasionally pushed 130kph in 3rd gear in 'the dipper' at Park Orchards.



Tell us about yourself?

I'm happily married to my wife Lee, with two primary school aged children, Gemma and Harry.

Lee is always relieved/surprised when I make it back from driving the Stag, without a tow truck. Whilst I took her for a drive to Kinglake on about our second date, she's not a regular driver or passenger in the Stag – the heat, the fumes, the stress of watching the temperature gauge...and there was no chance of putting child seats in the back.

Nevertheless, Lee has been very supportive of me keeping the Stag, incorporating a double garage into our renovation and bringing our children to car shows.

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

I have tried to be more actively involved in the club in recent years, my young children are junior members. Whilst Harry enjoys the car shows (and petting zoos), they both like the New Year's breakfast, when we often bring "Pa Col" and my Auntie Heather to catch up with their cousin Lindsay.

Over the years, Dad and I have stayed in touch with the Coleman side of the family, joining Lindsay, Wendy and Ian at the TSOA Christmas in July

functions, sunny Mitchelton and a very wet EMR spring to mind. We had a larger family gathering at the club Christmas party in 2013, when Lindsay became a Life member.

The Stag has won a couple of Road Class (2012) and Show & Shine (2020) trophies and I would one day like to fully restore it.

The Spitfire / TR7 project has been a great initiative by the club and Chequered Flag Stables, with tireless support from Darren G and Roger J – Thank you! Personally, I have

learned a lot about bodywork, troubleshooting and auto electrical from the team over the last 5 years working on the blue TR7 and had the opportunity to meet new members.

After volunteering as the second Stag marque representative, I was appointed acting Social Secretary at the recent AGM and look forward to encouraging participation in events and promoting the club.

**Cam Wright
#1124**





Get to Know Ian

What was your first car?

Triumph Mayflower. Dad and Mum had a garage business.

I did a complete restoration, engine, suspension, brakes, paint. 15-18 ready for my license 11/1964.

The 2nd car was a 1962 Wolseley 24/80, with 4 speed box conversion a big carby and EH beater. I had callouses on my elbows after 4 years of driving that.

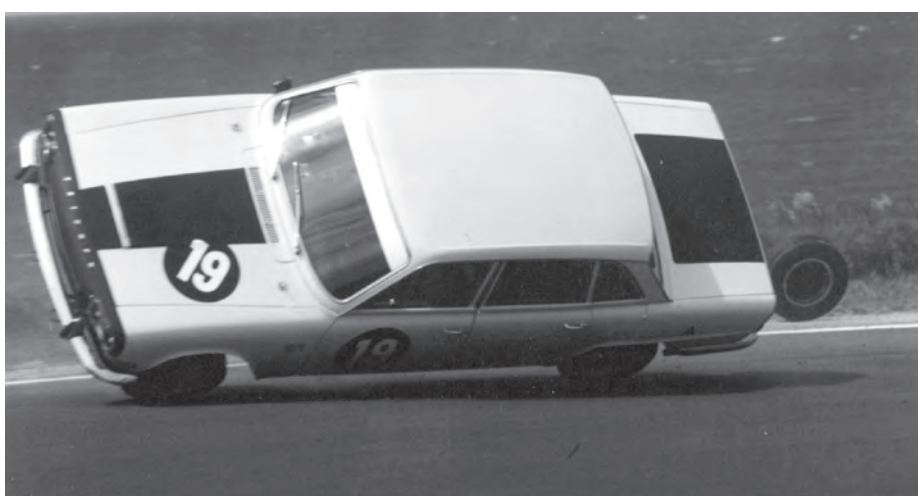
How did your interest in Triumphs start and what was your first Triumph?

I knew of the Standard 10's rallying and of the Spitfires racing.

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

The Mayflower, then when married a 1974 TC as the family car.

Each of our 3 children got a rebuilt Triumph MKII 2.5 on their 18th birthday.



I bought a very tired 1963 Appendix J log booked Triumph 2000 in 1989, developed from that the Nb 2000 I raced 1991-2001, including Bathurst 1997 where Sir Jack Brabham handed me a the class win trophy.

I sold that car to Ian Cuss 2002.

I then developed the Group Nc 1969 MK II PI that I raced 2002-202, which I sold recently to do tarmac rallies etc.

That car was built from a genuine PI masquerading in Canberra 1999 as a

chicken coupe.

No rust, all there, stripped to bare shell, sandblasted and started from there.

Progressively developed the car to what the TSOA saw in 2019 cleaning up at the All Triumph Challenge and 2:00's at Phillip Island Magic 11/2019. Son driving 8 of 10 laps 2:00:nn It is a great car to race

Do you know the history of your car/s? (ie where it came from, previous





owners and anything interesting?)

I was offered at a Winton Historics I was completing at a one owner, ex UK Airforce, a PI, I refurbished that (brought it back to life) now in a museum in Perth

Do you have or had any other cars apart from Triumphs and any interesting stories that go with them?

1974 Celica TA22. I won the Celica Car Club championship 1977, my wife Jan runner up ladies.

With our youngest son developed that into a 165hp full house Yamaha head twin cam 'pocket rocket'

Now doing Targa's in the EU

1974 Jaguar XJ12L Had that for many years. Got it fully sorted

1974 Rover PB6 V8.

During our first years of marriage I refurbished numerous cars from Morris 1100's to Wolseley, Valiant, Toyota.

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 first approached TSOA (Vic) early 1990's when running the 2000 Nb race car.

But was rebutted – not a sports car.

Mid 2000's TSOA NSW questioned why I was not a TSOA member, we all buried the hatchet.

I have been a member of TSOA Vic and NSW, enjoyed Challenges Winton & Wakefield. VHRR and HTCAV

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

Born in the north of Scotland.

Parents migrated to AU 1951.

Wife similar, migrating 1962.

Grew up working in the family garage business.



A pioneer software developer, writing software for AMI 1970-1974.

Member of AMI Bathurst team 1971.

Exited Corporate ICT 1995.

Set up a company to see how the Internet could be used to benefit SME's (Small to medium-sized enterprises) in trade and avoid lock-in to corporate supply chains.

Held international high office leading development of global trade, SME inclusive, trade digitalization standards, including just completed 6 years tenure as the United Nations Economic Commission for Europe (UNECE), UN Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Bureau Vice Chair



accountable for the Sustainable International Supply Chain & Procurement; Agriculture, Fisheries & Agrifood; & Travel & Tourism program development areas

Put simply, I have worn out 3 passports over the last 30 years.,

for those interested: NeXTRADE website <https://nexttradeworld.com/> NeXTRADE at start-up commercialization stage

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

That's easy, beating all those TR6 and V8TR7's at the challenge 2019. Nah! Meeting the TSOA cohort.

Google: Ian watt group nc triumph, to see a video of Ian in action.

Car Specification

Nb 1963 Triumph 2000

Bathurst Chicane 123 mph (200 kph)

- Vanguard 6 Blueprinted & Balanced.
- Standard engine parts
- Triple 45 Webers
- High Lift Cam
- Extractors & open exhaust
- 7,500 rpm & 180 hp
- Close ratio Gearbox
- Lightened flywheel
- Competition clutch & Brake linings
- Laycock de Normanville A-Type Overdrive
- Salisbury limited slip differential
- Diff ratios 4.9 4.1 3.7 3.4:1



- Full floating rear hubs
- Tuned suspension

Nc 1970 Triumph MKII 2.5 PI

Philip Island Turn-1 130 mph (210 kph)

- Triumph 2.5 sealed - Blueprinted and Balanced
- Forced pistons - Roller rockers – improved oil pick & pump – baffled sump
- Modified std. crankshaft, and harmonic balancer
- Main bearing cap bracing
- Standard PI metering unit.
- High volume 120 psi pump regulated to 110 psi
- Extractors & Open exhaust
- 7,300 rpm & 220 hp

- Close ratio Gearbox
- Lightened flywheel
- Competition clutch & brake pads/linings
- Vented front disks and 4 spot calipers Brake linings
- Competition Laycock de Normanville J-Type Overdrive
- Salisbury limited slip differential
- Diff ratios 4.9 4.1 3.7 3.4:1
- Full floating rear hubs & CV jointsTuned suspension

Winton Historics 1998

These things happen
"what happens on the track stays on the track"

Result:

15 spectators gave up their day and together worked on doing sufficient repair to get the car back on the track for the next and final race.

My role

Get out there and figure out in 2 laps what handling was in the car. And then 'to say thankyou' do the personal best ever at Winton short track. Let's just call it controlled 'Red Mist'
The shared beers at the end of the day never tasted so good.
People offered panels, parts (no cost) just wanted to see the car back on the track.
6 months rebuild – now races in British Racing Green.

1975-1978

Celica Car Club Victoria

1974 Celica TA22

Club Champion 1977

Wife (Jan) Runner up (Ladies)

1989-Current

Historic Touring Car Association Vic.

1989-2001

Nb 1963 Triumph 2000

Class winner

2002-Current

Nc 1970 Triumph MKII 2.5 PI

Class winner

Bucket List:

Sir Jack Brabham handing me the class win trophy Bathurst support race 1997.

Historic Sandown 9-10 November Pictorial



Alana leading a MG, Garry & Alistar.
Photo: www.affinityphotography.com.au



Alana leading Paul Hogan.
Photo: www.affinityphotography.com.au



Keith.
Photo: www.affinityphotography.com.au



Alistar and Paul on the front straight.
Photo: George F. Stephen



Garry Gibson received a Class win in Invited British Sportsar S2.
Photo Cath Macdonald
Thanks again to Kaye Trathen / Affinity Photography for her photos.

Two-Step Headlight Upgrade for a Stag

by Mel Hildebrandt

You may have heard the joke that the Lucas motto should have been "Home Before Dark." I think that's a bit unfair.

I admit that the wiring and connectors are on the primitive side, but if you maintain them by some periodic cleaning, they will provide adequate service for 50 years and more.

Just don't add any modern power consuming accessories that were not anticipated by the designers unless you upgrade the circuit to handle the increased load. Otherwise, you may "release the smoke" from the wires.

Some of us actually drive our Triumph after dark and something better than the factory sealed beam headlight has obvious advantages. But better doesn't necessarily mean just brighter. Better also includes an improved design of the lens so that the beam has a sharper focus.

The first step for me was to find an improved headlight that also allows the bulb to be replaced separately. I personally like products made by Hella and had a pair of H4 (high/low) units on my TR6. I had purchased them from Moss for about US\$70 for a pair, including halogen bulbs.

For my Stag, which uses a combination of two high/low



(H4) and two high-only units (H1) the search took some extra effort. I found a kit from <https://classicgarage.com/> in New York for about US\$200, including halogen bulbs. The kit number is HE-71456-71156B (photo above).

The old, sealed beam wattage was 35w for low and 50w for high (3amps/4amps), while the halogen is 55w/60w (3.5amps/5amps). The increased wattage causes about 1-amp extra flowing through the system per light, and while not desirable in the Lucas world, is within the tolerance of the fuses involved.

The changeover was easy, and you can see the comparison of new (left headlight) and old (right headlight) in the first set of photos (below). There is much better focus of the light as well as the brightness, which means better visibility



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- Bookings may be made via SMS to Larry Mundell via 0424 122 569, or by email via larrybultaco@hotmail.com
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- At monthly meetings the Librarian will bring all books ordered, & a selection of new materials.
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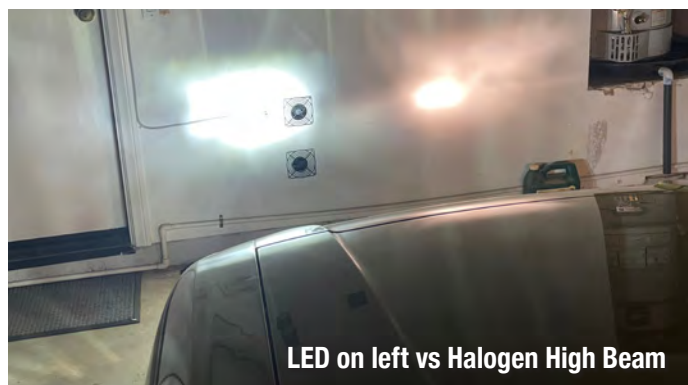
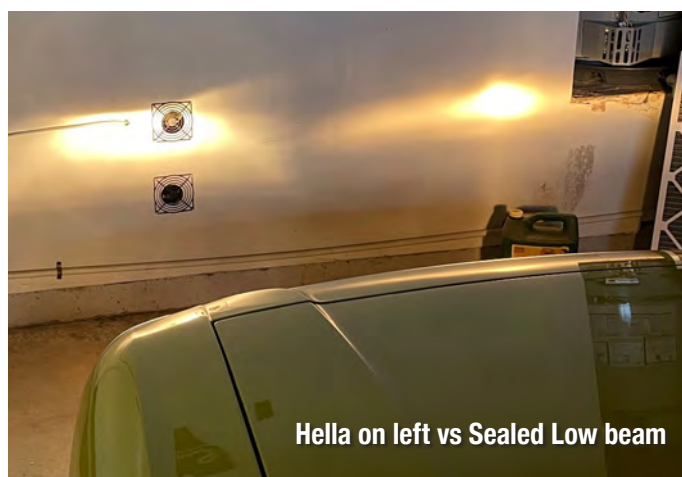
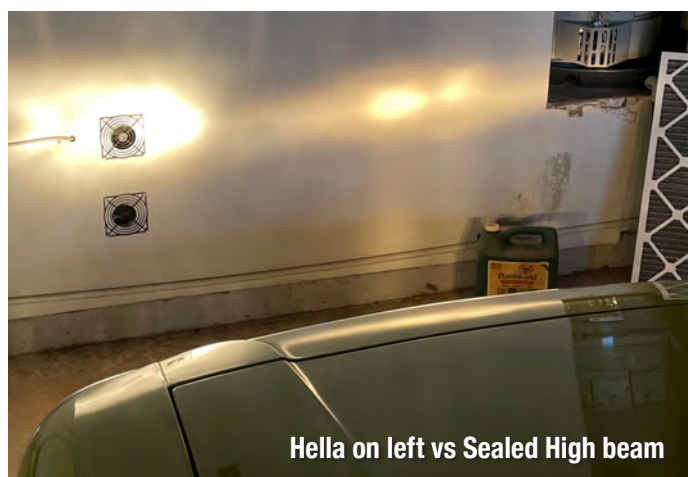
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without blinding an oncoming driver.

Next began my search for converting the halogen bulbs to LED, which have the advantage of providing more light at a reduced wattage.

Friends, it's the Wild West out there in the land of LED. You can find cheap bulbs with unbelievable claims and expensive bulbs with the same claims. You need to learn how to compare light output in lumens to the previous standard of watts, and to learn why you should care about the color temperature (measured in degrees Kelvin).

First, an incandescent bulb produces about 15 lumens per watt, and a halogen bulb produces about 20 lumens per watt. So, a 55w incandescent bulb produces approximately 825 lumens, and a halogen gives about 1,100 lumens. With that baseline you can compare brightness claims from various LED hucksters. You can also compare the efficiency of one bulb to another by looking at how many lumens are produced per watt consumed by the LED.

Second, I discovered that not all LED headlight bulbs are designed properly for the H4 or H1 lens. A "generic" bulb throws light in an uncontrolled pattern and ruins the focus of the lens, possibly blinding an oncoming driver.

Third, a decent quality LED headlight bulb typically requires a small cooling fan on the end of the bulb housing, and a control unit circuit board incorporated into the electrical wire. If these two items take up too much space inside the headlight bucket, you will need to adjust the wiring to route the circuit board portion outside of the bucket. Not a big deal, but it is extra work.

Finally, do you want your lights to be more toward a cool blue appearance or more toward a warm yellow

appearance? That's the color temperature and it's ranked on the Kelvin scale. A warmer color is what we are used to with incandescent bulbs made with filaments and is around 3200 degrees Kelvin. Candles are around 2000 degrees Kelvin (k) while daylight is typically 5500k – 6500k.

I settled on LED headlamp bulbs from <https://www.classiccarleds.co.uk/> in England. They are designed specifically for H4 or H1 headlamps and the fan and circuit board are small enough to fit inside of the bucket. Cost is about US\$75 for each pair. The color options are 4300k (like a halogen) or 6000k (bright white), generate 4500 lumens, and consume 3.5 amps. That's a lot of light! The second set of photos (above) demonstrate the difference.

"Home Before Dark?" Nope!

by Mel Hildebrandt

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TSOA- A journey through time & space.

TRaction Editor George has asked me if I'd like to contribute a few words to the next edition. As an ex-editor of the TRactor, I jumped at the opportunity to take you on a journey through time and space, to the far away land of 1960s Melbourne. While it's a land I have no trouble recalling, from the digital Melbourne of the 21st Century, have some trouble reconciling.

Let me take you back to a time before booze buses & speed cameras. Before absolute speed limits. You just had to show the magistrate that you were driving at a safe speed on the open road. CAMS licenses, even three stripers, were produced as evidence of competency at high speeds as long as the traffic wasn't heavy. That is until CAMS put the kybosh on it.

To a time when cops hid behind trees on BMW bikes and sports cars were their main target. When the TR was one of the fastest cars on the road, by far. When Traffic cops directed the flow at busy intersections like Camberwell and Elsternwick Junctions, and right around the City. Right of way was decided by eye contact and courtesy, or bullying, and a vague lore that you gave way to the person on your right. The few traffic lights were an annoyance that could be avoided by zipping around side streets. The first rat runs.

No on-the-spot fines in those days. The traffic cop who'd pulled you over gave the evidence against you in the Court of petty sessions before a magistrate, and you pleaded your case in person.

There were hanging judges. One's son was supposedly killed by a sports car. You'd know who you were up before the case was heard and lost a lot of sleep if you copped him, or any of the others who took a dim view of irresponsible speedsters in sports cars. It was not unknown – for those in the know – for defendants to claim they'd be unable to attend on the date



Wallan or Calder Left to right: 1 David Ross (sitting), 2 John Mosig wearing sun glasses, 3 Eddie Duckett 4 John Holmes (sitting in TR), 5 Kerry Reynolds 6 John Paphazy 7 Louis Granger 8 Darren Room and 9 George Crawford (back view) sitting

set and suggest a sitting date that brought you before a more benign beak.

There was a reason for the judicial attitude. When the pubs closed at six and the annual road toll in Victoria was over 1,000, around 50% of the deaths occurred between six and eight on Saturday & Friday nights, and another 25% between then and sunrise on Sunday. I remember a bumper stick after a shocking year in 1963, when Melbourne's population was a tad under 2m that carried the punchline of "No More in '64". Shame prevents me from detailing some of our exploits. Luck enables me to be able to write about them. Let me put it this way; an MG club member laid claim to being the first to ton it over the newly opened King Street Bridge before the bitumen had barely set. Yes, it was in the wee small hours, and it was an MGA with a tail wind.

I think you get the picture. There wasn't the traffic around that there is today.

Club motor sport was big, too. Now most of the rubber is cooked at burnouts in industrial estates. There seemed to be trials, hill climbs, quarter mile sprints, and gymkhanas every weekend. CAMS licenses were easy

to come by for open meetings and the calendar included Rob Roy, Park Orchards & Templestowe hill climbs. The quarter mile sprint meeting along Corio Bay's Eastern Beach was a highlight of the calendar, plus events at Fisherman's Bend, and Eildon.

Sandown & Calder opened in 1962. Phillip Island closed in 62 but reopened in 1967. If we weren't competing at club level, we were at a high quality international or national meeting.

Along the way TSOA had developed an association with the Western District Car Club down at Geelong and we attended some of each other's events. They were a trial oriented club and their overnight events through the Otways with sleepovers at Lorne or Apollo Bay were awesome.

From urban treasure hunts, which were highly competitive and would now be, considering the times set, regarded as illegal, to armchair trials placing snippets cut out of old Broadbent 301 series of maps, to open road events and motorkhanas, the TSOA punched way above its weight in organisation.

We took a group of disadvantaged kids for a Sunday jaunt in the country at one stage. For some reason we



Pearcedale - Left to right: ?, Christine Crawford, ? and Sally Markham



Pearcedale - Left to right: Darren Room, ?? and Geoff Pratt (Roger's brother?)



Pearcedale - Left to right: Harry Markham, Bob Morrow, 2 Darren Room, ?, Geoff Pratt? and Christine Crawford



John Mosig at Broadford

had to have a police escort. One of the coppers was thinking of buying a TR and asked if he could have a test drive. Sure, no worries. So Neil O'Grady chucked him his keys. The other copper said, hey, I'm coming too, leaving Neil and his passenger to follow in the Falcon divvy wagon as the two coppers took off at a great rate of knots. When they pulled up Neil dared to mention that they were pushing it along a bit. The senior of the two told him he should have put on the siren. The kid with Neil had the time of his life. Sitting in a police van chasing a sports car at close to 100 mph was something he could offer at show-and-tell come Monday morning. The cop went ahead and bought a TR and joined the club. He reckoned he could have filled his monthly quote each open road event.

Tell that to the young coppers and the DHS officers of today; they wouldn't believe you.

Trials were set to include little used forestry and country roads. They were fairly well kept and had lots of attitude.

We had one member who was notoriously under skilled to drive

something as punchy as a TR at competition level. His regular navigator was equally unskilled and the fear that you would find the driver going flat out to make up time against the flow of the trial was an ever-present fear. We still joke about some of the close calls.

The fear was well founded. He rolled during a Calder lap speed trial and inverted it again during a rally near Sunbury – which was still rural in those days. The navigator on that occasion, Roger's usual navigator having decided that he'd pushed fate far enough, was a policeman mate of Darren Room's. We held our breath for a bit on that one, as motor sport on public roads was a grey area and under scrutiny by road authorities and CAMS.

He may have T-boned someone during a treasure hunt somewhere around St Kilda, too, but I wasn't on that one and I haven't been able to get verification.

Car trials, or as they're now called, rallies, were big back then. Country roads were relatively quiet. Oncoming traffic was indicated by headlights in night trials and during daylight hours,

control officials would warn the odd Sunday driver out on a winter's day that an event was in progress and suggest an alternate route. People were more understanding in those days. Times between controls were set by the trial director. Naturally, after setting the course over two or three runs, the fastest time was the time allocated to the section. They were a challenge of navigation skills under extreme conditions.

Socially we seemed to gravitate to the Dandenongs. The Cuckoo at Olinda was one of our favourites. It was run by Willie Koeppen, who later mysteriously disappeared. (Google it) Willie, a true Bavarian, loved everyone having a good time and driving down off dewy Mt Dandenong after a night of his hospitality was a challenging experience.

There was the inaugural 6 Hour Relay Race at Calder. Alan Moffatt was driving a TR in those days, and we got him into the team by paying for his petrol and donating a set of tyres. Fortunately, Kerry Reynolds had been able to scrounge a 44 of super from BP and he graciously donate a set of tyres himself.

I was driving a Mk III Zephyr by then – 3 x 1.5" SUs, extractor exhaust and polished head. It had a heap of grunt but was a brute on corners. I had stabiliser bars fitted to the rear suspension but one came loose during the race. The tail would judder in the tight corners and the line it took was pretty wide. My role was to hold our position till the TRs could get back on the track. I did my bit, but the TRs let the team down. We finished just off the podium but well ahead of the three MGCC teams entered.

Our big event was the Springtime Rally. It was the penultimate event of the season and by this time the dicing for the championship was tight at the top but it was a picnic outing for the rest of us and open to visitors; more a social wind up to the earlier competition events. Not that it was a dawdle mind you. One of our picnic spots was on the river flat at Strath Creek below the Clonbinane State Forest. A delightful spot. Back in the day there'd been a gold dredging plant on the river, but all that was left of the village was a Post Office-General Store with one of those pump-up, gravity-feed bowzers out the front. The urban-raised members had never seen one before and took great delight in watching the owner's teenage son - who would have made the cast of Deliverance, bib-and-brace overalls, the lot, but minus the banjo - pump the four gallons up into the glass measuring bowl, and watching it gurgle down into their tanks. For his part, he kept at it. He couldn't believe he'd sold so much petrol on a Sunday.

It was all very competitive. The Concours d'Elegance was the final event and one year Max Beck had the championship in the bag by then. Or so he thought. David Ross was his nearest rival, but we all knew that Roscoe had his engine out. As Competition Secretary, I was in charge of the trophies so went ahead and had Max's name engraved on the major silverware. Unbeknown to me, David had dropped the donk back in, and aware that Max wasn't entering Concours, turned up. He might also have had wind that no one was all that interested in tarting up for the event

Pearcedale - Vin Jacano and Deb Gore leaning on her burgundy MGB



Start - Left to right: John Mosig in his TR, an official and John Paphazy

and, minus a bonnet and sporting grease covered mudguards, came third in a field of three to take the Championship. I had to pay for re-engraving out of my own pocket.

They were great times, but sadly most of our get togethers are final farewells.

*One of the more macabre relics of those times was a Sunday morning radio program called While Melbourne Sleeps. It relayed stories of the night's events. We hoed into our Kornies and Weetbix to word pictures of the night's traffic fatalities. The other

half of the program was filled with soundtracks of the brawls between the tow truck drivers blueing over whose workshop got the panel beating job. (Oh yes, they used to beat panels and straighten chassis back in those days. Tell that to the insurance assessors of today and they wouldn't believe you, too) Our Saturday nights were a far cry from today's cavalcade of firebombings, knifings and drive by shootings. Interestingly, the death tolls of both eras were about the same.

John Mosig



Kerry Reynolds in his TR3 at Wallan

A TR-iffic Journey

My wife and I purchased the car in 1970 from Standard Triumph in Elizabeth St. for collection in London - and then return it to Australia.

The retail price here then was \$4,400.00. Our deal landed it back here for \$3800.00 - the equivalent of over 3 month's wages back then.

We picked up the car from Standard Triumph in Berkeley Square (next door to the Rolls Royce dealership).

We drove the car right around the UK, ferried us over to Calais, and then drove anti-clockwise around the continent through all the countries down to Naples and back up through Austria, Switzerland and up to Scandinavia.

We lived in camping grounds all the way - which was not hard because signs for camping grounds were along all the highways (no motorways anywhere except Germany back then). Once our fellow campers discovered we were Aussies, we were welcomed so much into fellow campers' families. Aussies were an exotic far-away species back then.

Driving out of Prague Czechoslovakia near midnight, I thought I was driving into West Germany, not waking up to the fact that "The German Peoples Democratic Republic" was actually East Germany. I finally woke up when we got to the front of the long queue in the cold, foggy night - and it was too late to turn around. The whole scene was straight out of "The Spy Who Came in From the Cold".

They thoroughly searched our fine car, because only recently an East Berlin guy in an Austin Healey Sprite had lowered the tyre pressure - and removed the wind shield - so he drive straight under the steel barricade border into West Berlin - with his fiancée in the passenger seat and his mother-in-law lying across the back seat. That arrangement could raise some feminist ire today?

We made it into and out of West Berlin - but had a threatening experience on an autobahn. An armed soldier flagged us down and - and with cards with speed limits on them, tried to extort money from us as a speeding fine. He tried it on in several languages (not English), so I kept saying "I don't understand", and looking innocent.

He got really angry and it came down to either he would shoot us - or let us go. Fortunately, the latter applied, and we crawled slowly away.

While on speeding, we were pulled up in Sweden by this big, blonde, armed policeman - who fortunately did speak some English. When he found out we were Australians, not British, he only gave us a lecture about driving carefully on "their humpty-dumpty roads". Watching this big masculine figure saying these words like the Swedish chef on Sesame Street - whilst waving his hands up and down like a Sesame presenter - was so funny to us that we have never forgotten it.



Our tour ended with us ferrying from Bergen in Norway to Newcastle.

Driving around Europe with the steering on the wrong side of the car - and with no rear vision because of the suitcase across the boot - was difficult. We had pre-arranged two service stops - as you needed back then for a new car - in France and Italy.

The worst moment of the whole trip was just after we got off the ferry in Newcastle.

I drove into a petrol station on the right hand side of the road. When I emerged, I was still in Europe mode - and proceeded down the right side of the road - coming rapidly face-to-face with a semi-trailer coming the other way. I jerked us back to the left side just in time - and the truck driver gave me a double handed, palms-up signal - saying that he could not have avoided me in time.

Back in London, we parked the car in Berkeley Square - outside the Triumph dealership - a one hour zone. We got back a bit late and discovered our car had been stolen - so we thought. As we were standing there in horror, a young guy came out of the showroom and asked if that was our car. We said yes, and he told us that the parking officers have full permission - and keys! - to drive any car away to a pound. The Young guy said he had to show the officer how to start the car before he flattened the battery.

This wonderful fellow told us where to go to collect the car and got us a cab. It cost us 12 pounds - which was the equivalent of three day's budgeted living expenses. But we had our car back.

Since we returned, the car was driven by me until I got a company car, and then by my wife before we purchased a Torana for her. Our first son was a regular passenger in the TR6 for months with mum - in a baby seat "attached" to the passenger seat - something that would engender horror in the road safety people today?

This is a ragged collection of memories of our new ownership of our beloved car. Please note the car is **For Sale**, see the advert on page 50.

Regards,

Brian Chenu



YouTube

Our private YouTube page:
<https://youtube.com/@tsoavic>
(You have to join)

Have you subscribed to our new YouTube channel?

<https://youtube.com/@tsoavic>
 Subscribing to TSOA Victoria's YouTube channel is a convenient and efficient way to stay updated and save valuable time for club members

and administrators. By subscribing and clicking on the bell icon, you'll receive notifications whenever new videos are posted, eliminating the need for the committee to reach out

through other mediums like Facebook or emails. So, hit that subscribe button and enjoy hassle-free updates tailored specifically for TSOA Vic club members!

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: 0417 552 896

Victorian State Race Series

– Phillip Island, October 4-6



Garry & Pete.
Pic by Cath

Early start Friday morning for a very wet drive to Phillip Island. On arrival thankfully the skies were clearing, and we ensconce ourselves plus GT6 in garage 54. A short time after, the Spitfire of Gordon's joins us along with Jim Dodd in his MG.

Early start Friday morning for a very wet drive to Phillip Island. On arrival thankfully the skies were clearing, and we ensconce ourselves plus GT6 in garage 54. A short time after, Gordon's Spitfire joined us along with Jim Dodd in his MG.

Due to the overnight rain Garry and Gordon decide to give practice run #1 a miss, with hopes of a dry track next run, and it was. Around 19 MG & British Invited cars plus a smattering of Porsche 944s were let loose for a 15-minute practise session. Three more sessions followed during the day without incident. It was the last of the dry weather until Sunday!

Darkening skies foretold another wet night as we settle into our Accom before heading next door for a well-earned beer with fish & chips. Those threatening skies turned on an amazing light show and thoughts of, yet another wet track next day saw us turn in early.

Saturday dawns to sunny skies and on arrival at the circuit it was Rafferty's rules in the paddock trying to find a carpark close to the garage plus we now have Chris Ralfs MGB joining us at garage 54.

All throughout the day we dodge rain showers. Qualifying was dry but everyone seemed to be coming to terms with the newly surfaced track, although it didn't stop Damien Meyer in his highly developed MG Midget setting second fastest time, equal to Phil Chester's monster V8 MGB, and lifting the inside front wheel well off the ground as he barrelled over Lukey Heights! Qualifying ended with the

only two Triumphs in 13th and 16th place, Garry well ahead of Gordon. It also ended our dry running for the day.

For the last race of the day, it bucketed down. At least Garry has a roof, but Gordon was open to the elements, neither car registered their best times but once again no incidents for them not so lucky for a couple of MGs spinning off into the wetland's infield at turn 2 and MG corner. At day's end Gordon was heard muttering about it being his worst race ever, and being too old to race in the rain. Sadly, he had to return to Melbourne for Garry's birthday on Sunday, and we headed back to the hotel.

That evening the MG & IB teams and crews were treated to drinks and nibbles at the Vollebregts home in Cowes, thank you Tony & Jane for the pleasant pre dinner gathering after which we dined at the Cowes RSL.

Sunday dawned somewhat overcast and windy. The track was dry(ish) but that didn't last as it seemed every time our group was due out it decided to

sprinkle. Past member Peter Mattea arrived on a motorcycle, as he said, "it was dry when I left Wonthaggi".

It was great to have Pete's company for the day. At one stage he squeezed into the GT6 and quickly realised just how little room there is compared to his Spitfire.

Due to the weather/track conditions it was difficult for Garry to better the time he set on Saturday before it poured - 2mins 3secs. The next outing is at Sandown in November so with luck I'll report on that for Traction 2025.

Catherine Macdonald #1
Life Member and a bit by & Gordon

Photographs by:
Kaye Trathen / Affinity Photography /
www.affinityphotography.com.au



Gordon. Photo by: www.affinityphotography.com.au



Garry. Photo by: www.affinityphotography.com.au

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

Morning Coffees September & October



We tried 2 new venues, the first at the Ivanhoe Golf Club where 20 Members braved a wet morning.
George Coulter

For the October Morning Coffee we tried The Growling Frog at Yan Yean. Approx 20 members attended. Great view, nice coffee but a very limited selection of cakes.
George Stephen

TSOA National Rally 2024

Well, the rally has been Run and Won now and the Winners were all those attending. Albany WA was a magnificent choice of location and somehow the organisers even got the weather just perfect for driving with the roof down and the wind in our hair.

Overall there were 80 attendees with all models of Triumphs represented with 10 from Victoria and every activity was fully booked.

This is 1 of those road trips of a lifetime. The Victorians mostly set off as a convoy a week before to do the big drive across as a group with Keith & Jenny and Jenny & Pete and Jenny trailering their TR6's behind the campervans and Trevor, Barrie and Rosie driving the trusty TR8 and TR4a across with boots fully loaded with bags. There was not enough extra room for a nail file. Max Hayes and Ed Fergusson travelled separately.

Our path took us through the Barossa Valley to Port Augusta on the second night with some nice roads for the TR's but as we were on a mission no stopovers for any tipples and cheese tastings.

It wasn't all cruising in the sun though, on the second day Pete reported a problem with his van in the morning and the electrical gremlins had called a halt to any movement. Pretty quickly Mercedes Care and RACV were on the phone for the rescue but it needed to go back to the workshop. The remainder of the group travelled on as a bit of a straggle to the next stop in Ceduna once we had confirmed Pete



On the road Photo: Pete Lane



Coffee and cake break by the roadside



Sunset over a TR and camper on the beach at Ceduna Caravan Park.



Brushing teeth



The straight Nullarbor

Midday stop on the observation run at the Boston Brewery at Denmark

and Jenny were being taken care of and provided with some transport and accommodation back to Adelaide.

By the time we regrouped at Ceduna there was already some significant distance covered but the Nullarbor was still awaiting us and the long stretches of straight. From here on we met up with the NSW contingent as well and added about 5 more triumphs on the group. It was a leap frog stopover at the different roadhouses and scenic stops with lots of curious onlookers admiring the cars.

No road trip across the Nullarbor would be complete without a stop at the Top of the Bight. As we travelled on, the road gets straighter and longer it seems.

The miles rolled away over the next few days with overnight stops at Border Village, Balladonia or Norseman for the group before a 2 day stop over at Esperance where we could look around some of the scenic south coast before the final run into Albany and the start of the rally.

Some regular updates from Pete, by this stage they were settled in the Barossa while Mercedes were chasing new control module parts. They now knew they would not be able to catch up and they were going back to home on the rescue package until the Van got fixed.

On arrival there was a very warm greeting and a great show of cars all getting unloaded and a wash after the trip. The WA team had certainly put together a great itinerary of activities, drives, social gatherings, scenic stops and competition events.



Amazing Views of the Great Australian Bight

The Iron Man competition consisted of a golf putting event, a miniature lawn bowling competition and a Fun-kana drive around a car park circuit of the local cricket club grounds. Each of these were scrutinised by a jeering crowd of onlookers having a great time over a very well catered meal.

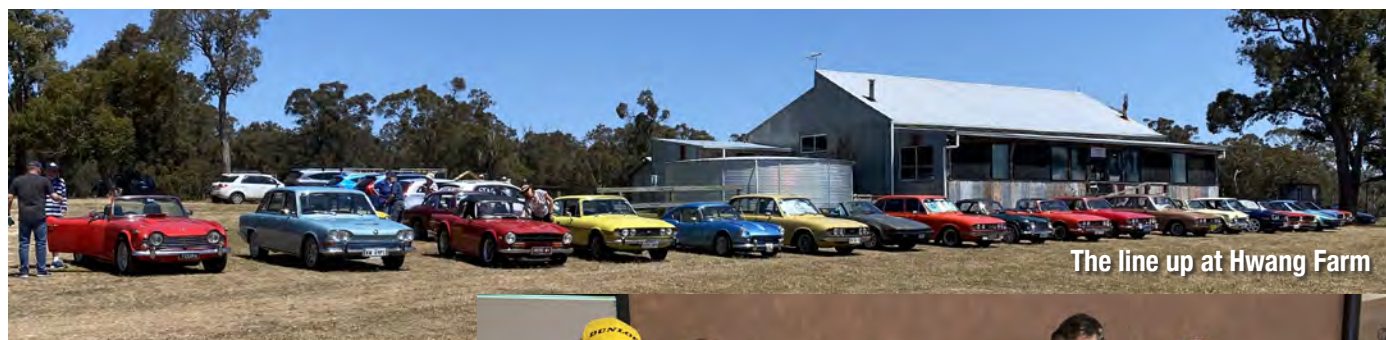
The competition was, as usual very stiff with the threat that the winner would have to cart home the giant trophy that wouldn't fit in any Triumph.

Trevor Norris got a hug from the pelican... ask him about it.



Pelican riding with us on the Kalgan Queen boat Cruise. Frank Lake & Jo Allum (UK), Rod & Norma Nolan (WA), Lindsay & Jill Day (NSW).

Most of the fleet lined up at our lunch stop on the social run day at Henderson and Hwang farm country



restaurant. This is where the Iron man lawn bowling event was held.

The final night dress up dinner theme was anything car related.

During the free days or afternoons there were more than ample places to go around the area in the near perfect weather for driving a TR. Coastal curves and hills are such great fun.

Cruising in the pack of TRs with Max in the TR8, ED in a Stag V8's galore as well as trusty 6's and 4's..... I can't think of better places to be and folks to be with. Overall I was a bit tentative given my car hadn't been on the road since 2004... (yes 20yrs!) I just got the CPS the week before we left however, some great tech hints from the team and Dave Markich from Markich Motors was there and as 1 of only 2 experts left in Australia on PI systems told me to make 1 change which transformed how my car ran and made it much more enjoyable.

At the conclusion of the rally we stayed on in the Busselton, Margaret River and Fremantle/Perth area for another 2 weeks while the others headed home. Rottneest Island, Kings park Perth, Wave Rock at Hyden, Kalgoolie gold mine, Norseman Gold are all great tourist places on the area



worth a stop over. We would highly recommend the area if you're up to the big trip. At the end it was back across the Nullarbor for the long run home but carrying memories of great camaraderie.

Next year the National Rally is hosted by NSW at Port Stephens and promises to be just as good.

Keith Pace Story and Photos



TSOA Goulburn Valley MOVE Trip

November 2024



Triumphs at Waranga Basin

Well, the BOM indicated fine weather, and it delivered in spades. Three days of delightful spring weather contributed to a convivial weekend away.

Fine company, beautiful countryside (although starting to show early signs of summer), good food and drink, Triumph sports cars (all of which performed flawlessly!), who could ask for more.

Eighteen of us met in Yea for a 9.30 am departure, across the Highlands to Seymour to meet up with six more at the Vietnam Veterans Commemorative Walk. Hank Kreemers, a Vietnam Veteran, (someone who shall remain nameless introduced him as a former Vietnam Veteran and was quickly reminded that he was "still a veteran, thank you!") had been organised for a ten-minute talk about the memorial



Loel Thomson Exhibition. Besotted observer Ineke Kip

and a quick walk around. Well, it was quickly evident that his presentation and the quality of the facility had a significant impact on the members such that the planned stopover time was extended as interest grew, and stories were swapped of the era, and



Devenish Silo Art. Remembrance Day Ceremony preparations

the host had quite a time gathering all and moving the program on!

This took us north through thoroughbred equine country to grape growing and wine-making country. Past the famous Mitchelton winery to the cellar door of the



Chateau Tahbilk Winery, 100-year-old wine cellars



Outside MOVE. Chrome bumper parking only



Ron & Marg Richardson.
Chrome bumpers only!



KA outed! Saturday Morning before
breakfast. Those are beer cans!

Chateau Tahbilk. The current owners, the Purbrick family took over the operation in the 1920's and continued production of the original Rhone Valley varieties, some of which from original vines planted in the 1880's, continued even to this day. Their signature wine, Marsanne is well known. A half hour tour of the original cellars and the modern works was generously afforded the group.

On to Nagambie for a fine lunch, then to Murchison, Rushworth for a pitstop, Waranga basin for a photo op and Tatura where some spent a while exploring the town while others pushed on to Shepparton and the motel, hoping no doubt to catch the

bar's happy hour.

Saturday morning saw an early departure for most of the group for the Silo Art Tour east of Shepparton. This took us through flat cropping country where harvesting was starting, visiting Gorambat, Devenish, where we witnessed preparations for an early Remembrance Day ceremony, St James, and Tungamah. A morning for drivers as quite some kilometres were covered. Back to Shepparton in time for a freshen up and then on to the MOVE complex where we spent the afternoon. The museum had changed somewhat from previous visits but was still impressive and the Loel Thomson costume exhibition was

a great hit with the girls, and indeed some of the blokes also if the photos are anything to go by?

That evening a well-attended happy hour led into dinner, and a testament to the choice of venue was the number of locals in attendance and the length of the queue waiting to order, must have been twenty meters long!

Sunday morning a leisurely start before a short hop to Euroa for coffee and cake (and a pie for the author, the best time to eat a pie let me tell you). Then the pick of the tour, scenery wise, saw us across the Strathbogie Ranges, past the famous Lindsay Park thoroughbred training complex to

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



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Vietnam Veteran Briefing at VVCW



Triumphs viewed thru rubber plantation at VVCW

the Highlands again, down to Yea and lunch at the Country Club Hotel outdoors in the beer garden. Does life get any better?

Attendees:

Brian & Judy Watson: TR6, Still working on it! Top down for portions only.

Gentleman Ron & Josie Farrugia: TR5 Immaculate car, great to see it on the road.

Allan & Sandra Molloy: TR3. Very nice, all the chrome bits up front, accolades for top down for entire trip!

George & Jean Coulter: Funny looking Triumph George!

Phil & Gail Nicholson: TR8. Not as fast as a three legged chicken eh Phil?

Michael & Ineke Kip: TR7 Sprint. Celebrated 40th Wedding Anniversary en route.

Trevor & Lee Norris: Dolly Sprint.

Immaculate. Loved to see it on the road and happy birthday Lee!

Don Gorman & Liz Haylock: Another funny looking Triumph, great company, and happy birthday Liz!

Colin & Ruth Norcott: Modern Mini, at least its British, I think??

Ron & Marg Richardson: Mk 4 Spitfire. More accolades for top-down entire trip!

Jane O'Connell: Local member, great to see her for Friday dinner and Coffee at Euroa.

Now you note Keith Atherton (Triumph Dove) is not included above. Let me pay special tribute here to KA for his enthusiasm and encouragement to the organisers of this event. His long-standing commitment to his role as Social Secretary is special. This was clearly demonstrated by his attendance for



Loel Thomsen Exhibition. Even the blokes got involved!

a substantial portion of the program despite testing family circumstances. We wish both he and Gail the very best.

Great to see members new to this style of club outing along and there appears to be an appetite for more.

Brian Watson 1433



Photo Paul Blank



A modern interpretation of a TR4-5

©Radovan Varicak



Reflections on TSOA's Early Days & its involvement with Officiating in Motor Sport



Review of the Presentation for TSOA AGM September 10th, 2024

Following the presentation by Jim Gallagher – Life Member, Bob Morrow – Life Member, John Mosey and me (also Life Member), I felt there was more to add that would be relevant to the early history of the club and its significant contribution to motorsport either directly or indirectly through the club, MSCA and CAMS (now Motorsport Australia).

The earliest memories of TSOA officiating at an MSCA event was when Graeme White, then Treasurer and MSCA delegate asked for volunteers for Lakeland Hillclimb stating it was to support the competition members plus you got up close to the action; it sure did. He also encouraged other members to bring the family, and a picnic lunch & enjoy the action from the sidelines.

Motorkhana's back then were held mostly on dirt surfaces. One such venue was the Stamford Hotel car park and Casey Airfield (at night). The Broadford Auto Cross that Bob spoke about where the council adjusted cattle and horses saw herding said animals into an adjoining paddock before we could set out the course. We always had a huge turnout of members who competed in all manner of vehicles not just Triumphs. In later years we did run tarmac motorkhana's at High Point Shopping Centre back when the shops were closed on a Sunday and the rear car park at Monash University in Clayton.

The single car sprints at Calder were

always well attended as we had sufficient competing members for it to be just for Triumphs, however we did run an annual Triumph – MG Sprint challenge on our FREE day that we were given for officiating at Calder events throughout the year. I mentioned we consistently won this track event, so MG invited us to a dirt motorkhana in a paddock they owned somewhere out near Sunbury. I recall competing in the TR5 and with other Triumphs we won that event too. Indeed, the friendly rivalry between the two marques continues even today when we compete alongside each other in the MG & British invited run by MGCC.

Most track events were held at Calder whilst Phillip Island was still under construction and the Melbourne Racing Club was reluctant to add more track days at Sandown. I recall writing a submission for a one-off track day for our National Meeting when working at Caulfield Hospital and handed it to fellow employee Robert Hunter who took it to the board on our behalf only to be told, sorry but the board says no.

I wonder now if what Bob said about having to drive cars on the horse racing track to access their event on the infield had something to do with that?

Prior to Jim & Bob imparting their memories of competing we were treated to footage of a TSOA 6 Hr Relay at Calder thanks to Kippy. I recalled being in race communications at a 6 Hr in 1980 and how the trackside officials used a telephone system linked to a switchboard in the tower, a less high-tech version of the landline I've used at the Grand Prix, Indy Car and V8 Supercars, whereas handheld radios are used by MSCA and at State rounds.

Another event where TSOA have officiated was the MSCA Bob Gardner at Calder, later at Sandown. Terry Wade of Austin Healey Owners Club and race secretary for Bob Gardner asked TSOA to provide trackside observers at both venues. One such event was run as a night event and Ursula & I did Race Communications, the Shaw family on recovery and Garry



1984 Roberto Moreno at the AGP at Calder
Pic: George Stephen

Gibson as Course/Safety Car driver. An incident at a Calder event regarding Garry in the 'chase' car was when the clerk of course said "you're supposed to stay behind the field NOT overtake them before turn one" ... always the racer, to which Keith? said no change there!

TSOA has been heavily involved in supplying officials for events from club to state race, CART and truck racing at Calder, Winton, Sandown and Phillip Island over many years and at one stage TSOA was responsible for providing all senior officials at MSCA. Both Garry & I as Stewards and/or Clerk of Course, along with the Shaw family and of course Roger & Jim. Plus, I recall in the early days we assisted with timing before Melbourne University took on the role.

One of the bigger events at Calder was the World Touring Car championships on the newly built Thunderdome and combined flat track, which was full of action especially at the transition from the oval to the flat track where George Stephen, ex hubby Ian and I were.

We also officiated in force from 1980 to 1984 at the Australian Grand Prix, the forerunner to the F1 AGP and several past and present TSOA members who officiated at Calder went on to Adelaide in 1985 and beyond.

Some Race stats from the Australian Grand Prix (AGP) at Calder 1980 - 1984.

1980

- 1st Alan Jones – Williams Ford,
- 2nd Bruno Giacomelli – Alfa Romeo,
- 3rd Didier Pironi – Elfin Chevrolet.

1981

- 1st Roberto Moreno – Ralt Ford,
- 2nd Nelson Piquet – Ralt Ford,
- 3rd Geoff Brabham – Ralt Ford.

1982

- 1st Alain Prost – Ralt Ford,
- 2nd Jacques Laffite – Ralt Ford,
- 3rd Roberto Moreno – Ralt Ford.

1983

- 1st Roberto Moreno – Ralt Ford,
- 2nd John Smith – Ralt Ford,
- 3rd Jacques Laffite – Ralt Ford.

1984

- 1st Roberto Moreno – Ralt Ford,
- 2nd Keke Rosberg – Ralt Ford,
- 3rd Andrea de Cesaris – Ralt Ford



1987 Jim Richards driving out of the Thunderdome to cross over to the "flat track" Pic: George Stephen



1987 George, Graham Marshall, Cath & Ian Macdonald at our point Pic: George Stephen

So, you can see by the names above that they were front and centre as those drivers became household names within F1. Unlike F1, at Calder the drivers would briefly come to the officials after party, I recall Roberto Moreno being so excited when he won, he climbed a pole in the marquee, however Keke Rosberg burst through the door, and no one noticed him. Oh, dear not happy. The following year Keke Rosberg won the first F1 AGP in Adelaide. And some bright spark renamed the SA town Ki Ki to KEKE on the sign leading into town.

Those that officiated at Calder were briefly also member of PIARC who were heavily involved in officiating and we were given the ultimatum — join PIARC or you don't get invited to the first F1 AGP in Adelaide, this is no longer the case I might add as anyone can apply to officiate at any event of your choosing and as I've done Indy and V8 Gold Coast I get invited to apply for Bathurst 12Hr and Enduro (so far I haven't). Those of us who'd been observers at Calder did so for the F1AGP but there are so many other roles you could apply for trackside or administration, just contact





1992 Tour T'Adelaide Cath & Garry at "Bagpipes" Pic: George Stephen

Motorsport Australia.

F1 Australian Grand Prix

As to my F1 AGP journey thanks to TSOA, I went from trackside communications to F1 race control working alongside Tim Schenken, Charlie Whiting & Herbie Blash, with the occasional F1 driver like Michael Schumacher coming in to dispute some ruling made by the stewards. It was normal for a dignitary to be "invited" into race control, and we were advised one year a very important dignitary was to make a visit. We knew Prince Albert from Monaco was at the event and got all excited only to be introduced to the coroner. Can't say we were overly excited after that.

Sandown

Back in 1980 I'd written a report involving Jim Richards and Allan Grice which resulted in giving evidence at a Stewards hearing at CAMS for Jim, the second hearing for Allan was held at the conclusion of the Sandown 400, so I applied to officiate there which lead to a role as a pitlane observer working closely with various race teams, starting with a privateer - Bob Holden and over the next 5 years I gradually worked my way up pitlane to Peter Brock's team and finishing in 1985 with Jim Richards & Tony Longhurst the year they won. Thankfully Jim didn't remember me as the person who caused him to pay CAMS the



1990's Brain Taylor at Broadford Pic: Cath Macdonald

\$1000 fine, for that matter neither did Alan Grice when I worked at his garage.

Tarmac Rallies & Clark of Course

In the early 1990's, past TSOA president, Terry Lawrie ran a road rally to the F1 Adelaide GP officiated by TSOA members with past member Paul Nicholls as Clerk of Course. After a couple of years, Andy Clark, then CAMS Vic manager, requested both Garry & I take on the roles of Steward for *Tour T'Adelaide*, *3 Peaks* and the *TT* held in Gippsland. Both of us then undertook CAMS training for both Steward and Clerk of Course which meant we could be listed as such for numerous MSCA events over the next few years. I was Clerk of Course for several club events as well as a TSOA national meeting event at Phillip Island and a Winton 6Hr. Garry continued as Course/Safety Car driver for the MSCA 6 Hr relays at Winton, with Barry Pritchett as C of C & Ursula Weidenmuller race comms and me as Barry's Deputy. Once again, the Shaw's played a significant role as did Jim Cain and Roger Jeary.

It was at one of the 6 hrs at Winton that Barry was approached by Mark Perry who was managing one of the teams. He was planning a 4hr relay at Baskerville in Tassie and asked if we'd consider forming a team to run the event, all expenses paid. How could we decline an offer like that, Barry, Ursula, Bill & Mel Birney, Garry & I accepted along with a team of timers from Melb Uni.

The following year at Symonds Plain

near Launceston, we all went again except for Garry who was OS with the Supercars. Mark went on to manage TARGA Tasmania and various other road rally events.

Garry's involvement with supercars gave me an opportunity to apply to officiate at the Gold Coast Indy car event when Supercars were a support race. The first few years I was a trackside observer before doing a year in Race Control on race communications for the Indy support races, handing over to Jimmy the US communicator for their sessions. Ultimately due to their calendar Indy/IRL stopped coming to Australia with the V8's becoming the main event. I spent a few more years trackside until I was assigned to race control again which I did for another five years while still officiating either trackside or race control at the AGP in Melbourne. I then joined the Chiefs Team who are responsible for trackside marshals i.e., flags, track and spectators. Then I started doing all the admin for the team, which was ultimately abruptly ended in 2020 with the cancellation of the event due to Covid. When F1 returned in 2022 I concluded my F1 officiating as the communicator in course car one with Mario Pacifici, a role everyone wants and few get the chance, as course one does all the opening and closing laps, so over the four-day event you do heaps of laps at high speed. So, I count myself lucky and often it's not what you know but who!!

Catherine Macdonald #1
Life member



MACAU GRAND PRIX SPITFIRE

— TRIBUTE CAR —



In 1965 Triumph built a one-off Spitfire racing car to compete in that year's Macau Grand Prix. Over half-a-century later, an ex-Triumph employee now resident in New Zealand set out to build his own tribute to that very special Spitfire.





Like his father and mother, Morley Faulkner found himself working for Standard-Triumph in Coventry.

Born in Coventry to a family already steeped in that city's automotive industry, it was perhaps inevitable that Morley Faulkner would also end up working within that same industry. Morley's grandfather, Bill Smith, worked alongside William Lyons building Swallow side-cars in Blackpool and would also be involved with the cars that would later be regarded as the first Jaguars. That link would continue with Bill's son, Bruce, who would become Jaguar's US-based service manager. However, for Morley, the main automotive link would be through his father and mother's involvement with Standard-Triumph.

During the 1920s his father was employed by Standard as an electrical engineer while his mother worked as a trimmer. When Standard moved from Cash's Lane in Coventry to Canley, Morley's father was part of the company's maintenance department, with his mother taking up the role of

receptionist – as well as her normal duties, this also saw her playing host to visiting celebrities, including famous racing drivers such as Prince Bira and Raymond Mays, royalty and even the occasional movie star.

With the onset of WWII, Morley's father – exempt for military service as a factory worker – remained at Standard, adding the role of auxiliary fireman to his usual duties. Morley's mother, who had previously joined the Auxiliary Territorial Service (ATS), was called up and served with the ATS for the duration, achieving the rank of Sergeant Major. Morley was born during the wartime years on 20 April 1942.

With the return of peace, Morley grew up while Great Britain began the long process of rebuilding their nation. Meanwhile, Morley entered into his schooldays, although he now admits that his time at school didn't go all that well and when his father received news that his son wasn't exactly covering

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The attention to detail on the Spitfire is exemplary, and Morley believes that his rendition of the car's famous hump is as close to original as possible. In order to achieve a period competition look, the aluminium dashboard features an engine-turned finish.

himself with academic glory, he took him out of school, told him that he was to become a jig and toolmaker and signed him up for an apprenticeship at Standard-Triumph. While waiting to take up this apprenticeship Morley, only 14 years old, worked for a few months in a vacuum cleaner repair shop.

JOINING TRIUMPH

Sadly, shortly after Morley finished his six-month probationary period, his father died. At the time of his death, Morley's father was the company electrical engineer and the family lived in a company house on company grounds. And so, at the age of only 17, with his father's influence seemingly gone, Morley decided he would much rather be a mechanic and approached the apprentice supervisor to request an appropriate transfer, but he informed Morley that as his father had wanted him to become a toolmaker that was what he would become!

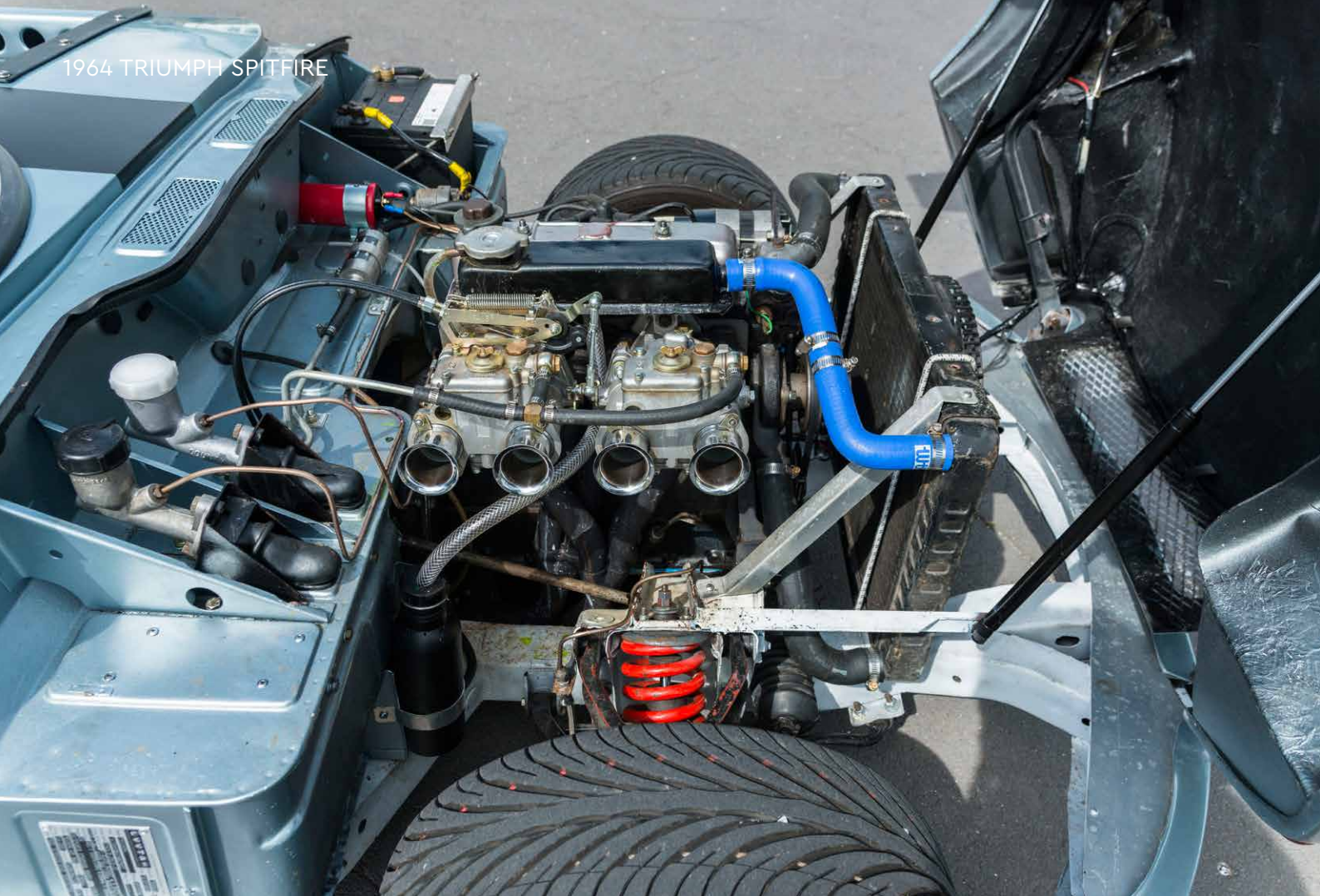
Standard-Triumph was now entering a new era, with Leyland buying it out in 1960, Morley had now completed his apprenticeship but was not enjoying work in the tool-room. He pleaded with his mother, once again working for the company, and she pulled some strings and arranged for him to meet up with Triumph's engineering director, Harry Webster, who promptly transferred Morley to the Experimental Department Rig Test. Close by was Triumph's Competition Department and Morley was soon hands on stripping springs from rally and racing cars in order for them to be heat treated.

FIRST ENCOUNTER WITH A SPECIAL SPITFIRE

Part of his duties also called for Morley to work on prototypes, even becoming involved in handling and speed tests at MIRA. This was all eminently more interesting than working in a tool-room, and Morley's situation would further improve when he took up a vacancy in the company's Competition Department. It was an exciting time, with Triumph running 2000 saloon and Spitfire rally cars as well as a team of Le Mans Spitfires. The competition Spitfires were fitted with pressed aluminium bodies atop lightened chassis and Morley remembers that the cars started off with a standard chassis, with one rather unlucky mechanic given the task of punching out holes in it in order to reduce weight. All that work came to nought when it was decided to simply build a lighter chassis.

Morley now became part of the team building a Triumph 2000 rally car (the car campaigned by Roy Fidler) as well as carrying out service and repair work on the Spitfires.

During this time Morley also became



Although originally with a capacity of 1147cc, the Spitfire's engine was bored out to 1325cc for competition use. As well as a lightened flywheel, the engine is fitted with a hot cam, a Broadspeed eight-port head and a brace of 40DCOE Weber carburettors.

When Morley discovered the engine it had been sitting idle for almost 50 years.

acquainted with a very special one-off single-seat Spitfire – one built specially for Triumph's Hong Kong agent, Walter Sulke, for entry into the 1965 Macau Grand Prix. Powered by a Le Mans-spec 1147cc engine, this car featured an all-aluminium tub, alloy rear end and a Le Mans Spitfire nose. The car also had a distinctive hump behind the driver's seat. During a test session at MIRA, the Macau GP Spitfire, driven by Triumph's High Speed Development Engineer Gordon Birtwhistle, recorded a top speed of 130mph (209kph). Following its brief racing career in the Far East – Sulke finished third in the GP – the car was returned to Canley. Once back in the factory, Morley would be one of the mechanics tasked with prepping the car for onward shipment to the USA Triumph Competition Department run by Kas Kastner, and Morley would also get the chance to drive the car. Kastner would replace the Spitfire's original engine with a GT6 six-cylinder engine and a TR4 transmission. The car was only raced for a short period before it was sold.

RACING DAYS

Meanwhile, along with a close friend, Bob Walton, Morley also began to get into motorsport. Having owned a few interesting cars such as a 100E-engined Lotus 7 and a

1650cc Ford-powered Diva GT, Morley got serious about his racing when he purchased a Cooper T43 minus engine – the actual car in which Stirling Moss had won the 1958 Argentine Grand Prix. Morley decided that he wanted to repower the Cooper with a V8 engine. At that time V8s were hard to acquire in the UK, but a trip to Brandon Speedway in Coventry saw Morley meeting Joe Pratt, the reigning stock car champion. Joe had a Chevrolet V8 engine for sale and, fortuitously, he had also just purchased a brand new Triumph Herald for his wife. A deal was done – Morley got the V8 and Joe got a set of factory-fresh disc brakes for the Herald.

A French-made ERSA gearbox was Morley's next purchase. This type of gearbox was based on a Citroën unit, further developed by the legendary Jack Knight, who supplied these gearboxes to Cooper Cars. Morley's 'box arrived in bits packed into a tea chest. Reassembling the gearbox was a bit of a head-scratcher, so Morley approached Jack for help. With his aid, the gearbox was rebuilt and mated to the V8 via a two-plate Lockheed clutch.

Morley and Bob then purchased a Bedford Pantechnicon to transport their cars from circuit to circuit – Morley's Cooper being joined by Bob's V8-powered Lotus 24.

As a point of interest, Morley's ex-Moss T43 is now fully restored, complete with 1960cc Coventry-Climax engine, and is part of the Miles Collier Collection in Florida.

However, back at Triumph, things weren't going so well. Following the announcement that the competition department was to be closed, Morley was put onto emissions testing and placed on the night shift. Work had suddenly become boring. Uncertain what to do, the solution presented itself one day while returning from a motorsport event with Bob. The two men came across an advert extolling the virtues of emigrating to South Africa. A decision was made very quickly and after ten years with Triumph, Morley – still only 25 years old – resigned and along with Bob headed off to warmer climes.

Bob had sold his Lotus, but he'd acquired another unique car – the prototype Sunbeam Tiger. This converted from left-hand to right-hand drive in preparation for the trip to Africa and the two friends would use the Tiger as everyday transport some time before it was eventually put into storage, where it would remain until finally sold many years later.

Morley would only remain in South Africa for nine months before moving to Rhodesia (now modern Zimbabwe) for a short time.







1982 **40TH** ANNIVERSARY 2022

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The Le Mans-type wheels were provided by Jigsaw Racing Services in the UK.



A tight fit for tall drivers, the Triumph's cockpit is beautifully finished. The standard Spitfire seats have been retrimmed and add to the interior's period look.

He finally settled in Malawi where he would remain for ten years. During his time in Africa, Morley rallied an Isuzu Bellett, drove for Renault and also helped to prepare and rally a brace of Downton-engined Austin 1800s for a local BMC agent.

In 1977 Morley was on the move yet again, this time to New Zealand. Once here he continued to enjoy his motorsport, competing in Norm Holloway's Mallock in historic events during the 1980s. However, racing was put on hold when he met his future wife and settled down to start a family.

THE MACAU GP PROJECT

In 2016, then 74 years old, Morley had been retired for over a decade, and with his son grown up with his own family, Morley decided it was time for him to do something for himself and began to seriously think about a project that he could get stuck into. Of course, it would have to be Triumph-based.

With that in mind he began looking for a Spitfire and after following up a few leads he ended up buying two sad-looking Mk1

Spitfires from the same vendor in Kerikeri. One of the cars was fitted with a hardtop and this gave Morley the idea of building a replica of the Spitfire rally car once campaigned by Stirling Moss' personal assistant, Val Pirie, and later by Peter Cox.

He then started to gather together enough parts for the project. Through the Auckland Triumph Owner's Club, Morley was put in touch with an Englishman now living in Hamilton with a load of parts for sale. While still in the UK, this chap had gathered together enough parts to build a Rover V8-powered Triumph GT6 racing car, all of which he'd shipped to New Zealand. However, once here he'd been sidetracked into boating and the GT6 was never built. As Morley rummaged through the parts he discovered a fibre-glass Le Mans bonnet – instantly Morley changed tack and thought about recreating a Le Mans Spitfire. Then he had a second thought – why not build a replica of the one-off Macau GP car? The die was cast – and the project took on a life of its own.

The two donor Spitfires were duly stripped, with the best one being used as a plug to make a mould for the car's rear end. While that was a simple task, replicating the car's distinctive hump posed a real problem.

Although the original Macau Triumph still exists – having been discovered in Switzerland it is now owned by British Triumph specialists Canley Classics – its original hump was removed decades ago. During its time in the USA, SCCA regulators insisted that the hump be opened up to see if it was concealing a rollover hoop. Of course there was no hoop, so in order to meet regulations the hump was sawn off and a hoop installed. As discovered by Canley Classics, the hump had been reinstated rather badly. A fresh attempt was made to reinstate the hump, with the final result getting the nod of approval from its original designer, David Lloyd. However, with the benefit of first hand experience, Morley reckons that Lloyd was wrong and he believes that the hump still doesn't look correct.

For his tribute car, Morley was determined to get the hump on right and that would mean 3-4 attempts before he was happy with the final result.

With that finally completed to his satisfaction, the next task was to put the Le Mans bonnet back together again as it had been cut into three pieces, presumably to allow it to be shipped to New Zealand.

TRIUMPH OVER ADVERSITY

It was now time to consider the car's driveline. Morley struck it lucky when he found a racing Spitfire engine originally built for Malcolm Protheroe in 1964. This 1147cc engine had been bored out to 1325cc and was



The two sad-looking Spitfires that Morley acquired at the beginning of his project.



THE COMPETITION SPITFIRES

The Competition Spitfires In 1964, as part of a works-backed racing and rally program, Triumph constructed four racing cars (ADU 1B-4B) and four rally cars (ADU 5B-8B), with a fifth rally car (ADU 467B) being built specially for Valerie Pirie – Stirling Moss' personal assistant. In 1965 two more works cars were built. ERW412C, a racing car built for Bill Bradley and AVC 654B intended for rally use by Simo Lampinen. Towards the end of 1965, with Triumph already winding up the works program, they built a one-off, open-topped racing car principally intended for competing in the Macau GP. Apart from the Macau car, the other Spitfires all ended up wearing a fixed, fibre-glass fastback using moulds taken from the prototype Triumph GT6.

All these competition cars ran 1147cc engines – at first with the standard cast-iron head but later on with alloy heads. With modified suspension, a TR4 gearbox and highly tuned engines the works entered four Spitfires for the 1964 Le Mans 24 Hours. In the event only three cars started – ADU 1B and 3B crashed, but ADU 2B, driven by David Hobbs and Rob Slotemaker finished 21st overall. For 1965 the Spitfires were further lightened and fitted with GT6 gearboxes. In this form Spitfires competed at Sebring and Le Mans – with ADU 4B emerging as a class-winner.

The rally Spitfires competed successfully in the Alpine, Tour de France, Paris 1000Kms and Geneva rallies in 1964. In 1965 Spitfire teams contested the Monte Carlo, Tulip, Alpine and Geneva rallies, while Pirie entered the RAC Rally. The high water mark of the Spitfire's rally career was probably the 1965 Alpine Rally, where the cars won their class and the prototype category against the more powerful Porsche 904s. Only two of the Le Mans Spitfires are believed to have survived – ADU3B and ADU4B. 4B and the original Macau GP car are now owned by Canley Classics.



fitted with an eight-port head. Protheroe entered a few events in his Spitfire but decided that racing wasn't for him. Following what is believed to be his final outing in the B&H series during the 1970s, he removed the engine and put it into storage, fitted a stock Herald motor then sold the car. When Morley discovered the engine it had been sitting idle for almost 50 years. Fitted with a lightened flywheel, hot cam and twin 40DCOE Weber carburettors the engine was perfect for Morley's project. Unsure of the origins of the eight-port head fitted to this engine, Morley contacted UK-based Triumph motorsport specialists, Jigsaw Racing Services, and they confirmed that the head was a Broadspeed unit.

With the body complete and away being painted, Morley concentrated on completing the Spitfire's rolling chassis. Aluminum front hubs along with Type 14 calipers and new

Then he had a second thought – why not build a replica of the one-off Macau GP car?





TOP: Morley and car he built with the help and support of his son, Piers, and the Auckland Triumph Car Club.

ABOVE: How could you not love the look of this special Spitfire with its wonderfully curvy Le Mans-style nose.

rotors were next on the list. Competition springs and adjustable shock absorbers were fitted up front, while the competition spring at the rear was fitted to a one-inch lowering block. Adjustable rear shocks completed the suspension upgrade. Jigsaw Racing supplied replica Le Mans rims for the Spitfire, these rims being wrapped in 13-inch 185 section Toyo Proxes tyres.

With a TR7 radiator and electric fan for engine cooling, the chassis was complete and ready for the freshly painted body.

During the build process, Morley had also been battling through the stringent NZTA compliance process. This would bring up a few issues that would have to be addressed to make the Spitfire road legal. This included the addition of side-impact protection, which saw Morley having to fabricate aluminum sheets to hide the new reinforcements within the lightened door panels.

PUBLIC DEBUT

The entire project had taken two years, with Morley receiving much needed support from the Auckland Triumph Car Club and his son, Piers, with the finished Spitfire making its public debut at the Ellerslie Intermarque Concours.

Now in his late 70s, Morley reckons that he may have left it a bit late to make a return

to racing, but Piers is certainly keen to take the car out and about and father and son treated the Spitfire to its maiden motorsport outing at the Waitemata VCCNZ's 2020 Manunui Hillclimb, where Morley recorded a best time of 1 minute 11 seconds despite the fact that VCCNZ regulations meant that they weren't allowed to run the car with the sticky Toyo rubber. Skinny tyres more fitting to the car's period were fitted on TR7 rims. Putting the Spitfire's time into perspective, at the same event Chris Fraser stopped the clock at 59 seconds in his Lola Formula Ford single-seater.

As previously mentioned, while testing the genuine Macau GP Spitfire at the MIRA proving grounds, Gordon Birtwhistle was able to reach a top speed of 130mph (209kph).

Over the intervening years Morley has kept in touch with Gordon and when he told his old colleague about his complete tribute car the veteran test-driver had just one question to ask – "Have you had it up to 130mph yet?"

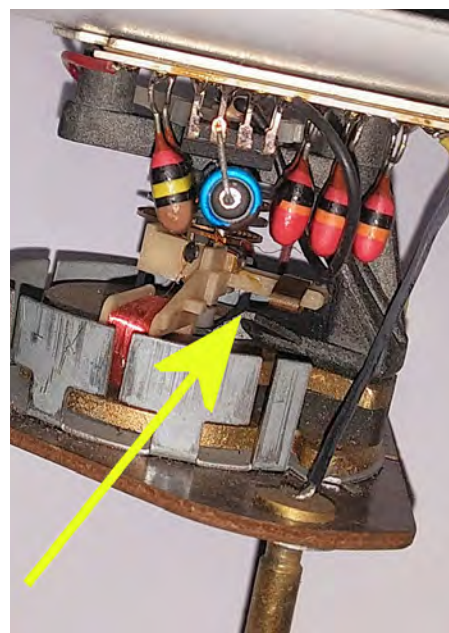
[If you'd like to see this special Spitfire in action, check out the Waitemata VCCNZ's video of the event – www.youtube.com/watch?v=AN2oxDykyk&feature=youtu.be – the whole film is worth watching but if you just want to see the Triumph it appears just after the 33 minute mark]

Tachometer Sticking Needle

The TR7 and TR8 tachometer (RPM in the instrument cluster) can be slow to initially respond on engine start up, but after the engine is running the needle operates OK. This problem is due to the needle coil arm inside the movement sticking to the rest stop. Fortunately the problem can be resolved simply ... once you have extracted the instrument.

Procedure Lift out the speak grille.

Remove the top of the dash panel (6 screws) to expose the top of the instrument assembly. Remove the three screws holding the clear plastic instrument cover. Note that, if original, these screws have 6 slots and you will need to make a special screw driver by filing a V slot in the blade tip. You can replace the original screws with standard cross points on reassembly. Slide the clear cover up and out. Lift out the black mask to expose the six instruments. Remove the three screws holding the tachometer with the V tip screwdriver. With some thin fingers



pull out the tachometer towards you. Note that it is held in place with a spring fit on the three electrical prongs.

Holding the instrument, gently blow on the needle; if it doesn't move until you blow strongly then you have confirmed the problem. So now hold the instrument in one hand and gently move the indicator needle around to about 1500 RPM and note inside where the moving plastic arm rests on the metal frame. This area probably will be slightly darker than its surrounds. Using a cotton bud /Q-tip soaked in alcohol (methylated spirits) carefully clean the metal stop and the corresponding plastic arm. You might need to "prune" the cotton tip or use an artist's brush to fit the shape of the plastic arm.

After cleaning and drying, confirm that the needle now moves with gentle blowing. Before reassembly, carefully clean the faces of all the gauges with a soft brush. You might be able to clean other dust out from behind the gauges by blowing through a thin hose. Clean the clear plastic cover with a soft cloth and your favourite window cleaner.

Reassembly is the reversal of the above procedure.

Philip Johnstone

AOMC Carbon Offset Program

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



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

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

To play your part

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

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

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

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

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



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

Spitty Poem

I asked AI to compose a poem about Spitfires and thought you might enjoy:

Triumph Spitfire Poem

In sleek design, the Spitfire shines,
A Triumph classic, forever divine.
With lines so clean and curves so bright,
This British icon takes to the light.
Its engine purrs, a gentle hum,
As wheels spin round, the journey's won.
Through winding roads and sunny days,
The Spitfire glides with graceful sway.
With convertible top, down or up,
Freedom's thrill, the driver's cup.
The wind in hair, the sun on face,
Joy rides shotgun in this timeless space.

In Triumph's heritage, a proud place,
The Spitfire stands with smiling face.
A symbol of adventure, wild and free,
This little roadster's destiny.
So let the Spitfire's spirit soar,

As miles disappear, and memories store.
For in its beauty, we find delight,
The Triumph Spitfire, pure driving light.
Bill Revill



BUY, SWAP AND SELL

FOR SALE

Gearboxes & Propshaft The Lot \$4750.00

2 x LT 77 g/box's, both have been completely overhauled.

They have all new bearings, syncro rings, seals, oil pumps and main shafts. There is also a LT77 to V8 bellhousing, a hard to get part these days.

There are both lengths of clutch fork pedestals (V8 or 2.0litre). Clutch fork. Gear levers. Extension housings for gear lever location.

1 box has done approx. 500ks, and the other has not been used since the rebuilds.

1 New propshaft.

Never used 2 x new Clutch kits.

Will consider splitting the above.

Contact

Danny Murphy (Murf) dmbp@bigpond.com



FOR SALE

TR7 1979/80 chassis/shell The Lot \$1250.00

A TR7 complete chassis, bonnet doors, boot lid and windscreen, 2.0 litre engine, X member, front struts. Every thing in the photos is

included for the price

Contact

Danny Murphy (Murf) dmbp@bigpond.com



IAN WATT'S GRAND SALE

FOR SALE

Know'n when to hold 'em – Know'n when to fold 'em"

Successfully developing and racing Triumph saloons in Group N (Prev Appendix J) for 35 years, Ian Watt 'has finally hung up his helmet'.

The PI in the hands of its new owner just completed a 200 km Tarmac rally. Reflections of past international successes, London-Mexico 1970.

Ian is clearing out his inventory of Triumph parts. Photographs are followed by description.

Some parts are offered for sale, but the majority are being donated to the TSOA where members would hopefully see value and purchase with the funds going the TSOA \$Coffers.



2.7 Race head.
Matched PI Inlet manifold.
2 x 2.7 head gaskets.
Group Nc required engine sealing at 2.5l. 2000, when building the PI I bought a 2.7 race engine that saw no service due to a crash. I wanted the crankshaft etc. Not the block or head

\$3,000



Fully professionally refurbished, this was the back-up unit. Saw no use, as the 'A' gave no trouble.

Requires injectors

\$1,500



'J' type overdrive.

Professionally refurbished.
Includes main shaft – to be repaired or replaced.

No use other than testing.

As the Group Nc PI got progressively faster, and limited to 13" wheels, I was experimenting with overdrive. But never raced in anger with the overdrive in line

\$3,000



'A' Type overdrive

Professionally refurbished.

Similar as with the 'J'.

This unit relates to the Group Nb (Appendix J) triple weber'd Vanguard 6 2000.

Never use in anger, tested OK.

Constant 450 psi, instant engagement, disengagement

\$3,000



UK Police Pursuit Gearing. Very low gearing 1st. 2nd. Big gap to 3rd.

\$750



6 point harness. Motorsport AU forces constant 'use-by' date replacement.

Perfect unit

\$250



FI/CAMS insisted on the Hans

Leate, designed by Chiropractors is a better unit. I used the Leate until forced to the Hans

\$500.00

Ian Watt

Email

+61 408 431 023

ian.watt@nextradeworld.com



IAN WATT'S PARTS FOR OFFER

The following parts are offer to the TSOA at no cost.

The offer is that members or others make a contribution to the TSOA \$offers.



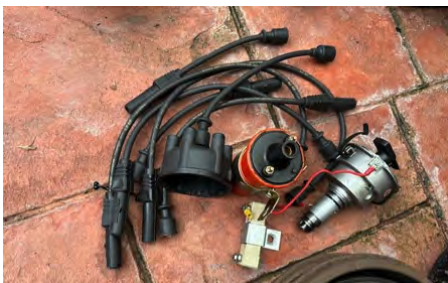
Box of better bits
Gear Box



Yellow means crack tested front end
components
Rocker gear direct oil feed



Engine tear down
Double chain CAM



Race tuned distributor



I 'fell over' at a clearing sale a complete early PI engine, gearbox, and o'drive. It had done no work for 50 years. An early wreck.

This and the block below relate Centre of crank shaft. Brass spigot
Note very clever spigot bearing – rear of crankshaft.
Standard spigots in racing need constant renewal



Ref above.

These parts should be kept together.

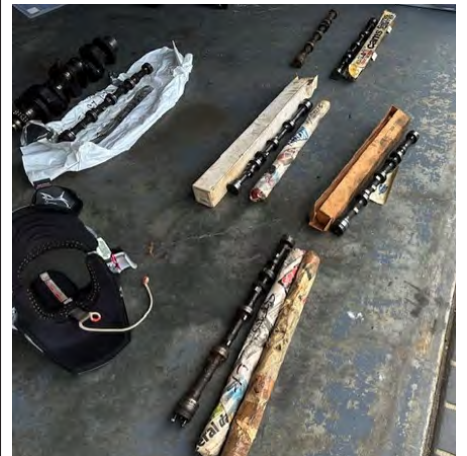
I was considering this block and crankshaft with the 2.7 head and PI unit.



6 new pistons
60th. over.
6 perfect pistons 60th. over. Retired when I fitted Forged pistons
New bearings. Uni's 12 reco cam followers
Engine mounts
Filters



3 cross drilled crank shafts.
The bottom one is Vanguard 6.
Ex race engine with 7 bolt Flywheel to Crankshaft. all 3 in exceptionally good condition



Assorted race and standard Camshafts



New or crack tested

Continued over the page...

IAN WATT'S PARTS FOR OFFER cont'd

The following parts are offer to the TSOA at no cost.
The offer is that members or others make a contribution to the TSOA \$coffers.



Rear hubs and race lining.



Serviceable standard gear box



Grills, lights/front/back
Woodwork Chrome trim
Rear end stiffening brace



Diffs
3.7, 4.1. 4.1 has chipped tool on crown wheel



Steering racks. Knucked drives
SU ex 1977 TC 2 x straight front bumpers



4 doors.
Zero damage or rust

Ian Watt
Email

+61 408 431 023
ian.watt@nexttradeworld.com

BUY, SWAP AND SELL

FOR SALE

1962 Triumph Spitfire \$25,000 ono

Sound condition, looking for a new owner to take this car to the next level. Fun runabout with Nissan A14 engine, reliable with twin weber carburettors. 80500 mile showing

Body number FC6443 Engine A14004611Q

Tonneau cover as well as soft top

I only drive with the roof off so rarely use the soft top

I also have a fibre glass hard top (needs work) that I am including in the price.

I have owned this car for 5 years. Had a lot of fun but a new car is taking priority in the carport

Lee Mickelborough 0438 078 609



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



TR7



FOR SALE



TR6 Hard Top Glass

\$150



Coolair intake

\$100



TR7/8 Body kit

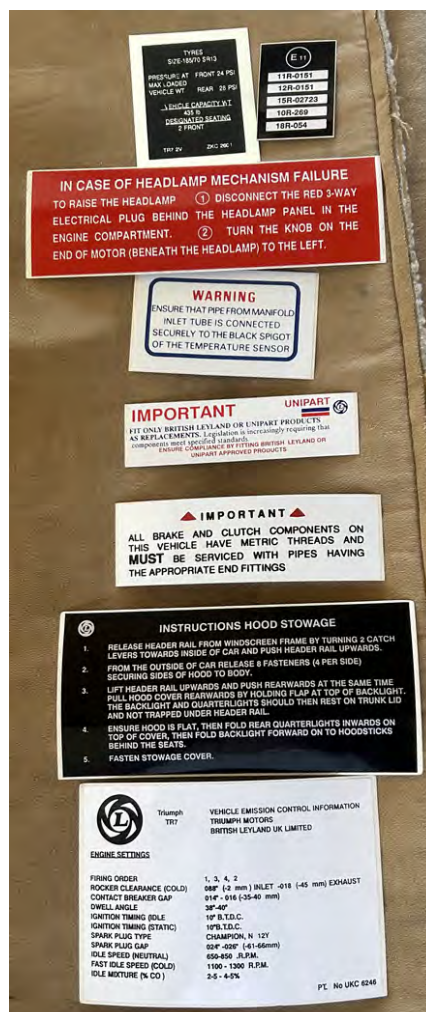
\$450 or best offer

TR7/8 Decals

\$30

TR7 V8 Decal

\$15 ea



TR8 Spoiler

\$80.

Brian Taylor

scotlynn@bigpond.net.au

0400 309 747

BUY, SWAP, SELL AND WANTED

FOR SALE

Triumph TR8 Convertible \$32,000 neg.

1980 TR8 (converted to RHD and manual transmission) with a 3.5ltr carb engine. The car is in very good condition and recent upgrades have been made to the interior with leather seats, centre consul and door cards. There is no rust (all panels are fully protected with body sealer) and no oil leaks. Mechanically the car is in good condition and drives extremely well. Colour is Mosaic Green and the soft top works well, though there is a slight tear near the driver's door, which has been repaired.



Please contact Ed Ferguson on me.ferguson18@gmail.com or 0407 661905 if you would like further details and photos.

FOR SALE

1976 Triumph Mk2 TC Sedan \$6,500 neg

Auto in VGC that sounds good with 2500S dash, engine and wheels. White body with tan interior.

For more details contact Kevin McCluskey on mobile 0490373156
E mail: kevrusmac@gmail.com



FOR SALE

1970 TR6

\$TBA

One owner since new.
Rego: KTR 666.
Wire wheels, O/D on 2,3,4.
Travelled 54,000 miles.
Fuel system completely overhauled.
Suspension also. Loose rear axle spline - but everything else in good condition. Never had an accident.
I have the English rego plates (VRW 123 H), plus an owners manual and other bits and pieces - to go with the car. See article on page 21.

Brian Chenu

0418 397 466.



BUY, SWAP, SELL AND WANTED

FOR SALE



Original TR7 Air Con, Condenser with fan setup **\$200 ONO**

Well here is something you don't see every day, an Original, TR7 Air Conditioner Condensor with Dual Fans setup Rig, This was Original Equipment, coming out of a Californian delivered 1979 TR7 Convertible. It was in 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.



Triumph Dolomite Sprint Distributor Lucas 44D **\$280**

Very good condition.

All that you see in pictures, there is no cap, no points or Vac, (All readily available parts). These distributors are now made from - **Unobtainium** - use as an exchange unit for purchasing a Reconditioned unit or save as a spare, you're not likely to see many others.

Pickup from Balwyn North 3104

Contact
Scott Rankin

0414 578 990

WANTED

TR4 Bonnet

Contact Keith Ondarchie **411 557 720**

WANTED

Chasing seat frames for TR5/250

Please contact me if anyone knows of one for sale.

Rob Johnson
rob@rojodevelopments.com.au

FOR SALE

GT6 Mk3 wheels 4.5x13 with 155SR13 tyres

2 refurbished rims, 2 original used condition. Tyres are old.

\$150 for all 4 rims/tyres

GT6 Mk2 rear hatch with glass **\$100**

Reasonable condition

Phil Webb **0429 424 558**

FOR SALE

TR7 rims (4), 14"x6"

\$150 or offer

With centres & nuts.

Stu

0450130400



SINGLE POST HOIST

(Identical to the unit shown)

- Australian design & manufacture
- Compact, robust design
- Maximum clear lift height 1800mm
- Minimum intrusion in garage
- Car can be parked beneath
- Chain-over-Hydraulic, 1.5 Tonne
- 2.2kW 240V HPP
- Mechanical safety locks at 95mm
- Installs on standard concrete slab
- \$6400 ex-Factory
- Only one available

Contact Bob Reid (MGCC)

Mobile: 0418 336 886

Email: rr@porte-velo.com.au



Bob Tullius in his TR5



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

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



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

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: 0417 552 896



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