



Traction

FEB/MAR
2023

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
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7 Triumph At Sandown!

16 British & European Day

14 The One And Only Australian Triumph GT4

24 Inaugural National Stag Rally



**WE NOW HAVE
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To celebrate 60 years of TSOA, a limited number of commemorative books (numbered 1-200) have been published. The book covers 60 years of TSOA's history with over 314 pages and 1,225 photographs.

The book captures a glimpse of each decade covering events from social to competition and lots more in between. The book is a great example of TSOA's history which would interest any past or present TSOA member or British car enthusiast.

The book is available to purchase on-line through the TSOA website if you are a TSOA Member. The cost including postage and handling, \$66.00 or \$50 at a TSOA event. If you know a past member or anyone who may like to purchase a copy please contact Larry Mundell.
email: larrybultaco@hotmail.com

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ADVERTISING

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

For Sales and Wanted Ads will continue to run for 3 editions of *TRaction* unless the editor is notified prior.

 **Check our our You Tube Channel**
<https://www.youtube.com/@tsoavic>

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

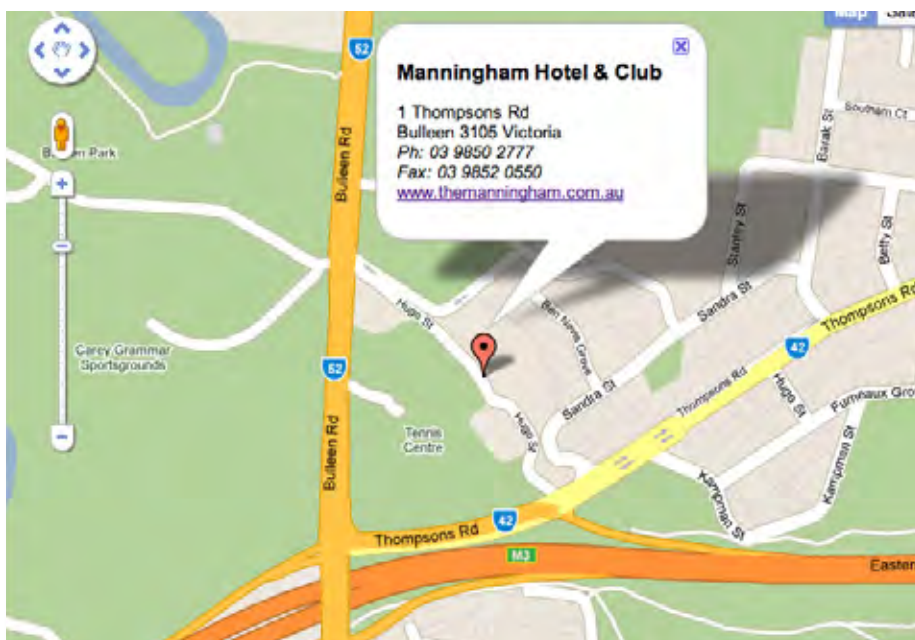
VENUE: Sunset Bar and Bistro, The Manningham Hotel

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

DINNER: From 6.30 pm. Meals from \$15.00. Seniors – \$15 for 3 courses. Prices may be subject to change.

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

TSOA MEETINGS

TSOA hold their monthly meetings on the second Tuesday of each month at 8pm (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 4 issues. Feb–March; April–May; June–July; Aug–Sept; 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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TSOA GENERAL COMMITTEE & THEIR NEW EMAIL ADDRESSES

Many TSOA members have reported issues receiving our e-blasts and membership renewal reminders for some time. We are pleased to announce we are upgrading our email systems to a more secure and robust solution!

In addition to our existing domains, we have purchased tsoavic.au for shorter email addresses and website URL <https://tsoavic.au>

Although some of our old email addresses will continue to work, we encourage everyone to **update their contact details**.

Over the next few months, we aim to resolve the difficulties with renewing memberships and streamline several processes. These improvements will reduce our workload and troubleshooting enquiries too.

Cam

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EDITOR'S REPORT

My "first" issue had a glitch with 4 pages missing, a mistake by the printer who quickly rectified it by sending you the these pages!

What a great start to the year with lots of great events.

A BIG thank you everyone who provided articles and pics for this issue. A terrific effort that is greatly appreciated! Some didn't make it in but next time.

We even have a technical article but not on our vehicles...

This is help with CPS applications and renewals.

We have a two more GTK's from the Committee and the first of a club member. Please advise if you want to be a participant. I've already asked a few members.

Please check out our YouTube channel <https://www.youtube.com/@tsoavic> to see short videos of the clubs activities. And also check out our Facebook page: <https://www.facebook.com/groups/201561347250587> (You have to join)

George Stephen

Email: traction@tsoavic.au

Cover Pic of Sandown race by Mark Walker theracotorque.com

Thurs 30 March – Sun 2 April F1 GRAND PRIX DISPLAY	Albert Park	Keith Atherton	events@tsoavic.au
Tuesday 11 April APRIL GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Saturday 15 April	MSCA Round 3 Winton	Michael Kip	compsec@tsoavic.au
Sat or Sun 29 or 30 April EARLY MORNING RUN	Details to come	Keith Atherton	events@tsoavic.au
Sunday 7th May	MSCA Round 4 Sandown	Michael Kip	compsec@tsoavic.au
Tuesday 9 May MAY GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Sunday 3-4 June	MSCA Round 5 The Bend	Michael Kip	compsec@tsoavic.au
Tuesday 13 June JUNE GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
Tuesday 11 July JULY GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	NB: New Start time is 7:30pm	
July 29 – 30	Phillip Island 6 Hour 2023 Round 2 of the Victorian Regularity Series	Michael Kip	compsec@tsoavic.au



Our private Facebook page:

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

(You have to join)

Remember to visit the TSOA website for more up-to-date event details: <https://tsoavic.au>



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CLASSIC SPORTSCAR SPECIALISTS

Congratulations to the Triumph 6 Hour Team for a great 8th place result at the Porsche 6 Hour Relay at Sandown on March 19th. Well done!

Further, we had a great response to the annual B&E day at Carribean Park recently where Triumph 'shone' with plenty of variety and quality in our ranks.

Again, congratulations to those who also managed to get a 'gong' and it was very gratifying to see our members out and about and supporting the club and one another.

The 100th year of the Triumph is being well received and a testament to both the cars and the people who take an interest in them. Long may it remain so.

I would like to take this opportunity to thank the outgoing committee, as well as those who now represent the club in various official capacities. Again, we have successfully transitioned the new committee over a number of weeks with little fanfare.

More recently Rob Boykett advised he would not be able to continue in his role as Membership Secretary in the long term. We shall miss you Rob, and thanks for your hard work and dedication over a prolonged period. Now what do we do? Well, we think outside the box, and I am so pleased that Danny Holohan has not just stepped into the role, he is off and running having met with Rob variously to ensure a seamless transition. Well done Danny and Rob.



Danny Holohan our new Membership Secretary and Ian Cowie our new President General club activities and events are coming together for the year including the National Rally, the All Triumph Challenge, and social events, coffee mornings and competitive events are all 'booming' and being well supported by members - thank you all.

Triumph will yet again triumph

Ian Cowie
#777

TSOA Briefs

TSOA Nationals News

- TSOA Queensland was to the host the 2024 Nationals due to various issues they will be unable to host the event.
- TSOA Western Australia will host the 2024 Nationals as that club believes that they are well placed to present a sound Nationals plan to the Victorian Nationals Meeting.
- New South Wales will host the Nationals in 2025.
- Queensland will host the Nationals in 2026.

Maling Road Autoclassico - Sunday 21st May

The Maling Road shopping precinct in Canterbury holds its annual display of over 250+ classic & modern exotics cars & bikes. The event will be expanded to include family activities, such as children's rides, roaming entertainment, movie themed cars and activations that will involve community engagement. Check out their page on Facebook

Club Regalia

Expression of interest sought for retro regalia

1970-1980's windcheater
Dark blue with large white TSOA shield on the front
And white T S O A letters on the back [75mm]

Short run's of 10 available

Approximate cost \$65 each

Contact: Brian Watson wattob@bigpond.com
Roger Jeary roger.48@bigpond.com



Artists impression of windcheater



COMPETITION SECRETARY'S REPORT



2023 Competition to March

As of writing this report MSCA has had one event at Phillip Island with 10 TSOA members running.

February was Sandown State Race with 8 Triumph entries .

Trevor Lindsay in his GT6 took out the win of the MG and Invited British in the final race which gave him the round win also.

Blendline TV has some great footage on the day and to make it a little easier and for your convenience you can watch some video on the TSOA YouTube channel.

To find these film go to the TSOA website: tsoavic.com.au

Scroll down till you see the YouTube banner and click on that.

There are in excess of 20 you tube clips to enjoy in both Competition and Social.

An extract from a Letter on Motorsport Australia's website:

The Sandown 360 to welcome 100 year Triumph (held Sat 18-19 March)

One exciting aspect will be the attendance of the Triumph Sports Owners Club Victoria.

Dedicated to the classic Triumph Marque brand, this year marks the 100th year of the British manufacturer and the club will begin its milestone celebratory year by entering an event it has enjoyed success in.

Having been victorious in 2021, the club produced another strong performance last year and finished on



Please watch the videos and give the video a thumbs up click just below the video screen as that will help the algorithm. Please watch out for new films and click like on those as well.

Tomorrow is the Phillip Island Historics and next weekend will be MSCA at Sandown on the Saturday as a prelude to the Porsche 6 hour on Sunday

TSOA Team Triumph will be running as hard as they can as drivers but also as pit crew, time keepers etc.

Thanks
Michael Kip Comp Sec

the podium with third overall.

Triumph Sports Owners Club Victoria Competition Secretary, Michael Kip was excited to head to event and celebrate the centenary in style.

"This year is the 100th year of the Triumph Marque, which is an impressive milestone and we will be doing plenty to celebrate it," Kip said.

"We have decided to record our own trials and tribulations of this year's event and will produce a short film to document the experience.

Kind regards,

Daniel Gorgievski
Regional Development Executive - VIC & TAS



Saturday 15 April
Round 3 Winton

Sunday 7th May
Round 4 Sandown

Sunday 3-4 June
Round 5 The Bend

July 29 - 30
Phillip Island 6 Hour 2023

Round 2 of the Victorian Regularity Series

Sunday 20 August
Round 6 Winton Sunday 20
Inc TSOA Challenge

Saturday 9 September
Round 7 Phillip Island

Sunday 22 October
Round 8 Sandown

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

Our newest Life Member

Triumph At Sandown!

Photos by: Kaye Trathen
Affinity Photography

GT6 Wins First Round of the Victorian State Championships

And now the 2023 race season has opened with a very successful first round of the State Circuit Racing Championship at Sandown on 21 and 22 February: successful because at the first event in their Centenary Year, Triumphs shone.

The MG & Invited British field for the first round of the 888 Home Loans Victorian State Circuit Racing Championship was not as large as at Historic Sandown in November 2022 (10 fewer cars), but "Team Triumph" was almost as strong – only one car down. David Orchard's TR2 and Barry's TR6 weren't there, but Geoff's TR7V8 was.

Triumph was represented by 8 cars, including a return in strength to racing by the St John Cox team, both Shirley and Geoff running their TR7 V8s. Ian Cowie practiced his TR7 V8 but a suspension failure during Friday practice saw him extract from his sizable back pocket, the ex-Shaw family/Bill Reville GT6 as a substitute. With no real preparation, it struggled in the weekend's heat.

Ian's wasn't, however, the only GT6 running: Trevor Lindsay returned from Sth Australia in his white GT6 and was something of a fox among the pigeons. Alister Ondarchie fronted in his TR 7 Sprint with Keith and Alana in their Stags. The "team" was rounded out by Gordon Bunyan in his yellow Spitfire: And, there were also a number of club members attending as team members & spectators.

MG & Invited British cars followed the 944 Porsche Challenge cars on to the track for qualifying on Saturday morning. While Mike Roddy took pole position in the John Goss/Armin Hahne 1984 Bathurst winning Jag XJS, Triumphs filled the next 2 places with Keith's Stag in P2 (1:25.4) and Trevor Lindsay's GT6 in P3 (1:26.8). Geoff bounced back after many months without a race in P10 (1:33.3), Alister's TR7 (1:34) in P12, Alana (1:34.3) and



Rd 1 winner Trevor Lindsay's GT6



Geoff St John Cox's TR7V8 making a welcome return



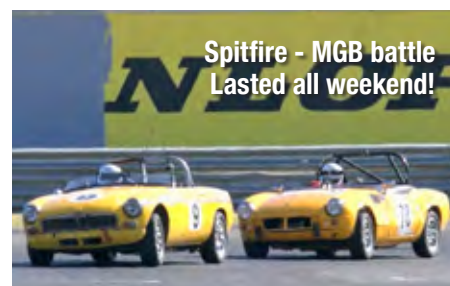
Alana's Stag

Gordon (1:34.7) in 14th & 15th, with Shirley in the second St John Cox TR7 V8 in P17 (1:35.1) and Ian in his substitute GT6 in P23 – and lucky to be on the grid.

Race 1 was an exciting affair and with battles throughout the field it ended up in a win for the big Jag ahead of Trevor's GT6. All of the other Triumphs improved their starting position by at least one place. Sadly Keith, Alister and Ian all had problems and didn't finish. Shirley's gearbox called it a day after her very promising start leaving it to Geoff to carry the flag for the remainder of the race program.

Race 2 saw a similar battle, and result, as in race 1, with the exception of Keith and Alister who came from the back of the grid to finish 5th and 10th respectively. Everyone improved their lap times.

The final race was the highlight, with



Spitfire - MGB battle Lasted all weekend!

Trevor Lindsay's GT6 winning (after a battle with the Jag and some pesky MGs) and Keith finishing 3rd - the first time in a long time that there have been two Triumphs on the podium, with the GT6 the winner of both the last race and the first round of the championship.

It was a great weekend for racing Triumphs and a great racing start to our centenary year.

If you'd like more details of the races go to the Blendline website for the televised races <https://www.youtube.com/watch?v=7qVr-TDoO3s> 🍷

Triumphs Become Mosquitos!

34th Historic Phillip Island Classic
Phillip Island Grand Prix Circuit.
10th – 12th March

Promoted as the largest historic motor race in the Southern Hemisphere by the Victorian Historic Racing Register (VHRR), the 2023 Phillip Island Classic 'Festival of Motor Sport' attracted some of the finest historic race cars in the world including six spectacular historic F1 cars from Europe along with nine international drivers, as well as F5000, famous European based sports racers and the cream of the Australian based race car fraternity: from Historic touring cars to Formula Vees.

It certainly did not disappoint local and international fans, and the organisers, the VHRR, were caught short, running out of tickets on day 2 (Saturday)! What is not so readily acknowledged is that it also attracted seven Triumph sports cars, all of which were involved in some of the best dices of the meeting!

The 34th Phillip Island Classic was held over the Victorian Labor Day long weekend. Almost 300 cars competed on Australia's second best track, and around the track were displayed a fantastic array of cars of all ages and types. Sadly, not many Triumphs, Keith Atherton's efforts notwithstanding.

On track, the Triumphs put on a great show. Seven cars competed, including David Orchard's TR2, Daryl Byrne's

TR3A, Paul Hogan's GT6 and Gordon Bunyan's Spitfire, and from NSW, Geoff Byrne's and Graeme Rutledge's TR6s and Andrew Gibson's TR3. All the Triumphs competed in the Group S Mosquito Squadron (the fastest cars – Porches, Corvettes, Datsun Zs, Alfas and a De Tomaso Pantera – competed in a separate group, Bomber Squadron).

David Orchard's TR2 was flying in qualifying to post a time of 1:59.6 for P11. Geoff Byrne had his best meeting in many, qualifying in P4 with a time of 1:58, and finishing on the podium in race 1 and race 2. Like Geoff, Paul's best races of the weekend were at the beginning of the program finishing races 1 and 2 in P16 ahead of Andrew Gibson and improving his lap time by 2 seconds to 1:56. Gordon took 2 seconds off his qualifying time and moved up 3 places to P20 after a furious dice with two Midgets and a 124 Fiat.

Race two was a dull affair for most, at least in terms of lap times, but Geoff again finished on the podium. David Orchard finished P13 – the TR2 was really performing better than it had in some time, and in the pits David

was expressing his pleasure ... and frustration, and on Garry Gibson's advice went off to have a meaningful discussion about new tyres! The reliable (car & driver) Andrew Gibson's TR3 was not having his usual trouble free weekend, but Gordon Bunyan finally managed to get past the Midgets, beating David Baigent by .1 of a second – the waving of arms as the two cars approached the finish line must have worked for the Spitfire!

Race 3 saw Geoff have a small problem with his radiator cap and he elected not to start. Paul had a problem with his ring gear which ended his weekend, discretion being the better part of valour. Andrew got the better of David and Gordon finished behind the Midget – again!

In Race 4, Geoff started from the back of the grid but finished in P11 and the best of the Triumphs. David finished just ahead of Andrew and Gordon finished behind the two Midgets but ahead of the Fiat 124 and Ferrari Dino and set a personal best lap time of 2:02 – not bad for a Spitfire!

Race 5, the final race, had Geoff climbing up another place to finish in



Geoff Byrne's TR6



David Orchard's TR2

Andrew Gibson's TR3A





Ed Ferguson's TR8



Keith Atherton's TR6



Barry & Ursula's 2.5 PI



Michael Kip's TR7

P5, Andrew finished second in class, but David had a DNF and Gordon chose not to take part.

And all the while David Byrnes was steadily improving in his TR3a finishing second in his class throughout the day.

It really was a great weekend with an amazing array of classic racing machinery to look at in the paddock and many fantastically close races with small dices happening in every part of each of the fields. If you didn't take advantage of the discounted tickets this year, bear it in mind for 2024. (Ed: If you have not been to this event **you are missing out** as you not only see great cars racing but great cars on display! Even if you go for only one day!) 🐾



Gordon Bunyan's Spitfire with AOMC "Greenfleet - This Car Grows Trees" sticker!

TSOA 2023 COMPETITION RESULTS

Driver	Car	PI MSCA January	Associate	Sandown State	PI Historics
Nick Haymes	TR6	899.44			
Ursula Weidenmuller	TR6	480.33			
Peter Delmodes	2500TC	769.02			
Brian Watson	TR7	939.59			
Mark Campbell	TR7V8	903.1			
Jan Mason	Boxter		766		
Rob Splatt	Porsche		890.32		
Emma Alipan	Mercedes		-229.05		
Ed Ferguson	TR7V8	747.88			
Michael Kip	TR7	872.04			
Phil Nicholson	Lotus		961.52		
Trevor Lindsey	GT6			933.25	
Keith Ondarchie	Stag			813.62	
Geoff StJohn Cox	TR7V8			915.2	
Alister Ondarchie	TR7 Sprint			979.71	
Alana Ondarchie	Stag			961.65	
Gordon Bunyan	Spitfire			958.2	909.68
Ian Cowie	GT6			910.45	
Shirley SyJohn Cox	TR7V8			825.34	
David Orchard	TR2				797.42
Paul Hogan	GT6				855.69

GTK Get To Know your Club Members



Jim Cain

What was your first car?

Morris Minor 2 Door Hi Lite

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

Approaching my 65th birthday, my wife bought a Triumph Stag for me which at the time was one of the most expensive.

What is your history of Triumph Cars?

Sold Stag to buy MG ZT190.

Do you have the history of your car/s?

Not really other than the rebuild which was faulty causing a major engine rebuild.

When did you join TSOA?

When we bought the Stag, the Healey Factory proposed we join TSOA which is what I did. Shortly after I became Treasurer. A number of years leading the Social Committee. Also, Convenor of the Morning Coffees which is in its 13th year.

Tell us about yourself?

I was a Scottish Migrant arriving in Australia in 1948 age 10 years old. Apprentice at age 14 in Engineering,



primarily Marine. Marketing Manager at age 30, and Senior Management until retired at age 67 as a General Manager. Official at Athletics, coming up for 40 years.

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

Good friends, including MSCA as a TSOA member and recognise TSOA makes welcome our female members as equals.

Along the way, I have been recognised

by the Club and obtained the following awards:

- 2008 Clubman of the Year Award
- 2011 TSOA Bruce Shaw Clubman Award
- 2014 TSOA Presidents Service Award
- 2018 TSOA Presidents Award
- In addition, along with Past President Roger Jeary, was awarded the Motor Sport Victorian Service Award in 2021.

MSCA wrap – Phillip Island,

Welcome to the first sprint of 2023. Around 160 competitors started their engines and kicked off the season at Phillip Island. It was a perfect day for motorsport.

We welcomed around 10 Come & Try drivers to the MSCA family and we welcomed back our NSW Porsche friends who made the most of their motorsport weekend in Victoria.

The Husband reluctantly passed on his Flappy Arm Grid Duties to focus on his time-trialling efforts. If you saw a flash of high-vis (and mercifully no lycra) speed past you on a bicycle, that was him, pumping those hairy little legs at great speed to pass on the grid sheets to Antoni Gecsek and Cam Webb in parc ferme. What a surprise, not a flappy arm in sight with those two at

the helm! Calm organisation was the order of the day, and they did a terrific job at herding 160 drivers throughout the day. To help the flow of dummy grid, I did my best on the mic, but I am the apprentice to Dummy 2, the voice of the MSCA, whose dulcet tones have been heard for many years.

I am pleased to report that our towies had a very relaxing day, with minimal recoveries and red flags; the event ran like clockwork. Hooray! This was due to the fantastic effort of our competitors and officials throughout the day. Judging from the smiles and hero stories in paddock, a good day was had by many. This was also confirmed by very positive feedback from the MA steward about the running of our event.

The fastest time of the day was set by Scott Goodsell from NSW in his

January 2023

Porsche GT2RS with a blow-your-socks-off time of 1:36:8. An amazing effort in a road registered car! This was followed by Andrew Smith flying the flag for the locals in his Porsche 997 Cup Car with a time of 1:42:6. Well done to you both.

Sprinting Sisters

We're also launching our Sprinting Sisters program which supports women who are new to sprinting to get trackside. I know how overwhelming it can be starting out in motorsport, especially if you haven't got a pit crew around you, so we've put together some support to assist trackside. To find out more, contact Bruce or Petrina: mescapresident@msca.net.au

Petrina



Michael Kip

COMPETITION SECRETARY

What was your first car?

My 1st car was a 1970 Toyota Corolla

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

One day a week I used to visit family friends in Mentone and so had to drive past the big Leyland dealer on the Nepean Highway. Every time I went past I'd stop and drool over the Mimosa Yellow Dolomite Sprints. When I came back from Europe I was looking for a car and a Dolly Sprint beckoned and which I owned for about 5 years. I tried to join TSOA back in 1981 but wasn't allowed as my pride and Joy had 4 doors. I'm slowly getting over the rejection hahaha.



What is your history of Triumph Cars?

I had the Dolly Sprint till I was about 30 ish but sold it due to not using it and I was too scared to work on it as it seemed so complex.

Got the midlife crisis around 40ish so purchased a Stag with a 4.4 P76 and 5 speed Toyota gearbox and which I still have though she does need some TLC

I got another yearning to fix a Triumph so purchased an Ebay special with the engine barely functioning and a gearbox that crunched on 3rd and 4th. I watched a heap of YouTube videos, purchased a lot of go fast bits from Rimmers and built what I thought would be a track car. That blew up a few times as I wasn't that precise on the engine build till Chris Swingler took me under his wing and built the engine in Daffodil.

I also have a road going TR7 with a Sprint engine which is a spare track car. WillWood disc brakes up front and MGF rear discs, Homemade CoilOvers, adjustable rear suspension all home done during Covid boredom. I've had a great time playing with what are in essence a very simple machine despite



my fears from 30 years ago. :))

When did you join TSOA?

I tried to join TSOA in 1981 as mentioned previously.

I did join when I purchased the Stag in 2000? ish but wasn't really interested at the time so failed to renew after a year or so.

Joined again in 2012 because I wanted to go on track in the Yellow thing because it was something I just wanted to try.

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

I enjoy scaring the heck out of myself on track and have come to enjoy the company of like minded strange people who enjoy these old English cars 🇬🇧



Danny Holohan

What was your first car?

Toyota Corolla KE20 2 door coupe. Fantastic car. Never ran out of petrol, never needed any service or parts. Mainly because a drunk driver ran into me and it was written off within 4 hours of me picking it up from the car yard.

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

I remember walking past a service station, on my way to school each day, admiring a Spitfire that the owner there owned. I thought to myself... one day.... And I did.

What is your history of Triumph Cars?

I have only owned the 1 Triumph a 1972 MkIV.

Do you the history of your car/s?

I dont have any history of my car. Through the process of rebuilding the car I been able to see the physical 'history' that this car has been through. Interesting some of the different colour schemes it has had to endure before my selection.



When did you join TSOA? How did you find out about us?

I joined the club around 3-4 years ago. I was with the TCCV and met Ian Cowie when purchasing parts from him. He enticed me to jump ships.

I also have a 997 Carrera S manual coupe.

Tell us about yourself?

I am a commercial builder and have a small building company. I enjoy building things.

So when I got my Spitfire I wasn't

content. I just had to 'build' it more. That's what started it all. Now it has become my major passion in life.

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

I first experienced the All Triumph Challenge with Ian and Michael Kip. That was a very appealing event. Now my car is back on the road able to be driven I look forward to being able to enjoy more of the club has to offer and am excited to be able to help in the role as Membership Secretary. 🍷

Mazda MX 5s meet NASCAR!

We've all seen the mighty American NASCAR's flying around the giant banked oval tracks at tremendous speeds. Similarly, old flickering films from the 1930's still exist of the Brookland's circuit in the UK with huge Bentleys and tiny MG's bouncing over the bumpy banking of the racetracks of the day ...but what does it feel like to actually drive on these banked courses?

The Calder Thunderdome, located north of Melbourne at Calder Park, is the only banked motorsport venue in the southern hemisphere and provides a very rare opportunity to experience this style of lapping. The Thunderdome, built by Bob Jane in the 1980's, has not held a major event since 2001. However, work has recently commenced to bring both the original National circuit and the banked oval back into use again. The circuit can now operate on either track or as a combination of the oval and national circuit forming a 4.3 kilometre course.

Recently Calder Park have been running drag and driver training events as well as public drive days. A local company, Drive Events, now operate a regular series of track days at Philip Island and occasionally at the Thunderdome which allowed about 70 enthusiasts a brisk drive at this famous venue. The entries at this Australia Day meeting were a diverse

bunch – from race prepared Porsches, performance sedans and stock standard smaller saloons. There were three MX 5's running – Damon Hunter in his ND, Gareth Pedley in his NB and Bill and Graham Revill sharing Bill's NC. All the mighty Mazda's performed faultlessly on the day, were driven safely and skilfully and all were driven to and from the circuit.

All entrants were divided into one of five groups which ensured drivers of similar skill levels are sharing the track. The day started with a drivers briefing and instructions for passing and being passed before a group tour of the track allowed everyone some slow laps just for a look, then the real driving began in groups of about 20 cars for six 15 minute runs. Everyone was soon learning the track and deciding how to use the 26 degree banking which was the challenge we had all come for.

Taking the oval at speed was really thrilling. The daunting banking seems to tower above you as you approach it at full speed. Unlike any other track, the sensation and the feel of the car tipping inward to the bank combined with the downward centrifugal force takes some practice to adjust. Then to exit the banked corners, it's full throttle and pop out the top, feeling the car getting light as the banking reduces and the outside concrete fence approaches. The MX 5 contingent found that entering the bank at 100 kph was easy and we all worked our way up to a cornering

speeds of 120-130+ kph at mid corner and the exit, then building up to speeds between 160-180 kph on the long, sloping straight. It's very different to the normal flat corners of a usual racetrack and requires a new set of skills to use the track shape efficiently.

Calder Park is getting a facelift at present and will be resuming it's place in Victorian motorsport again soon. Resurfacing work has been done on the national circuit and the lower lanes of the Thunderdome are still useable in their current state. The banking is quite rough, and some entrants were concerned about their cars bottoming out. Others thought the roughness added some spice to the corners and provided an extra challenge – should we really demand that all racetracks are billiard-table smooth? Most people agree that driving to the conditions is a part of motorsport.

And so the MX 5 team have now become some of the very few race drivers in Australia to sample a true NASCAR – style experience. It is certainly something not to be missed and all agreed that driving on the banking was a wonderful and unique experience. We hope to see more motorsport on both the oval and the national circuit at Calder Park.

Photos by SDPICS and Bill Revill

Bill Revill



Bill Revill at speed on the mighty Calder banking

The one and only Australian Triumph GT4

'Burnt-Orange' AMI Triumph GT4 Prototype (99478 H)

Australian Triumph GT4 - Australian Motor Industries who assembled Triumph Spitfires under licence through the 1960s, also considered building a 4 cylinder Spitfire with a fast-back (GT6) body called the 'Triumph GT4'.

The GT4 is the closest thing to a 'Le Mans' Spitfire here in Australia and the 'Burnt Orange' really sets off the shape nicely. It has a GT6 roof and hatch,



The one and only known Spitfire GT4 Prototype in Australia. The car is currently on Victorian Club Plates seen here pictured in the Yarram classic car display.

plus GT6 quarter-light doors.

UK built the "Spitfire GT" in late 1963, which eventually became the GT6 prototype.

One prototype car was assembled from a CDK kit imported from England. The car was used for evaluation purposes, but did not go into production. A young engineering cadet Greg Denovan, who worked at the factory saw the car being hand assembled, and when it came up for sale he jumped and purchased it. Greg owned the car from 1969 till he sadly passed away 3 years ago. He restored

the car twice over its life.

After a car accident he replaced the damaged Spitfire bonnet with a fiberglass Le Mans replica, making the car very similar in spec to the Triumph Spitfire Le Mans racers - It has a 1296cc engine, minilite wheels, a 5 speed Sierra gearbox, 3.89 LSD, and a fiberglass Le Mans style bonnet (from 'Jig-Saw Racing' UK: the original bonnet was damaged in an accident). Panels were sent from England, and it was assembled at AMI Port Melbourne as an 'evaluation prototype'.

Greg worked at AMI, saw the car and bought it when it was up for sale in



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1969. Greg recently completed a full restoration of the car himself, only out-sourcing the paint work. Another very rare and unique Australian AMI Triumph Spitfire. Chassis No. FC 104382 Engine No. FD 12774 HE The car is still painted in its original 'Burnt Orange' and with the bumpers removed, it is a very striking piece of Triumph Spitfire history.

Larry Mundell TSOA #10

"Thanks to Larry for sharing a bit of history on Dad's pride and joy. I grew up along side of the GT4 and went to many Hillclimb meets with Dad. I saw this photo Larry posted and had to share the story that came with it.

I remember this day well. Dad was actually driving the Standard Vanguard in front. He gave me the honour of driving the GT4 in the local Easter parade. I hadn't driven the car since he had upgraded the gearbox and clutch and the new clutch really gave my calf muscle a work out. The parade was going at a very slow walking pace so a lot of neutral to 1st action was happening. But that's not

why I remember this day.

The temperature gauge was rising a bit and as soon as we had done the parade circuit I decided to take it out the the back roads behind the town to open it up and get some fresh air and see how his new upgrades handle. A nice long and lonely straight bitumen road with paddocks each side was the perfect scene to achieve this. The Webers weren't perfectly tuned yet and took a bit of feathering to get it up and breathing. It sounded nice and it smelled nice like an older sports car does as it breathes, burns and revs along.

I came to the end of the road, everything was intact, no damage, nothing fell off, I had gotten away with my secret little revvy jaunt. I turned right from the stop sign. Knowing that Dad had installed an auto locker diff, I sensibly went around the corner and then of course attempted to bring it up to the speed limit rapidly. I heard a clunk and thought it was the diff locking. Foot down ready to go and all I got was a lot of revs and no

forward movement. Initially I thought it had jumped out of gear, but sadly it wasn't that simple. I rolled sheepishly to the side of the road and made the phone call to what I expected would be a very disappointed answer. Dad was very calm, which made me more suspicious that this was the calm before the storm. But the storm never came.

I had sheered the flywheel bolts off coming out of the turn. I was very embarrassed as he had only gotten the car back on the road a week prior. I took ownership of what had happened and a few weeks later we worked on the car together to get it back up and running. With some upgraded ARP bolts.

It was sadly the last time we worked on it together, but one forever cherished".

Aaron Denovan – current owner.

The original owner Greg, sadly recently passed away. His son Aaron is now the proud custodian of this special and unique prototype. 🍀

British & European Day 26 Feb 2023

This year the AOMC British & European Day was held at a new venue, Caribbean Park in Rowville and the location seemed to be an attraction as the number of cars on display there was reported to be in the vicinity of 1100.

The display car entry time was supposed to be 9.00 am but when I arrived early before 8.30am to help arranged our display there was already a growing number of vehicles filling up the area and they kept coming throughout the morning with late comers parking wherever they could find a spot.

The number of clubs celebrating significant anniversaries was factor and of course we were there with our own celebration for 100 years since

the first Triumph car was made, the 10/20 model in 1923.

We had around 100 cars on display from the 3 main clubs, TSOA the TR Register & TCCV plus Standard Car Club. With so many Triumphs on display we quickly overflowed our assigned area and taking up space on other less populated club zones.

We had 4 early Triumphs on attend, two Super 9 or 10 models from the early 1930's a Gloria sedan from the mid 30's and a glorious 1939 BRG Dolomite. My car of the show for sure.

In conjunction with the TCCV to celebrate the 100 year anniversary we ran a simplified Show & Shine to judge Exterior, Interior & Wheels & Tyres with classes divided in TR2 through to TR8, Spitfire/GT6/, 6cyl Sedans/4 cyl Sedans.

Heralds/ Stags & Competition class.

The award with prizes for 1st and 2nd and the TSOA winners were:

TSOA Winners

TR4/4A/5		
2nd	Ron Farrugia	TR5
TR6		
2nd	Peter Falkner	TR6
TR7/8		
1st	Don Robertson	TR7
2nd	Mark Hallet	TR8
Post '63 4cyl		
2nd	Trevor Norris	Dolomite Sprint
Competition		
1st	Ursula Weidenmuller	TR6
2nd	Ian Cowie	TR7/V8

It was also an opportunity to start





to hand out our special 100-year anniversary window sticker and thanks Ursula Weidenmuller for the design and Don Robertson who had the stickers printed for us.

For those members who haven't yet received a sticker I will continue to

hand them out during the year at club events.

The AOMC have booked the same venue again for next year so hopefully we will be able to attract a equal number of Triumphs then. It is always a good opportunity to walk around

other clubs displays and see what people have locked away in their garages and chat to people about their cars.

Keith Atherton
Event and Social Secretary
 Pics by Keith Atherton, Michael Kip & Phil Webb



Ron Farrugia 2nd in TR4/TR5 Class



Don Robertson 1st TR7/8Class



Mark Hallett 2nd TR7/8 Class



Peter Falkner 2nd TR6 Class



Ursula Weidenmuller 1st Competition Class



Ian 2nd in Competition Class



Sir John Black Drive your Triumph day.

February 10th 2023.

Again this year along with the TR Register we joined in the run that has annually been organised by the TCCV to celebrate the Sir John Black Drive your Triumph Day.

This is a worldwide initiative that originated in the USA and the eight year that the run has been held to drive Triumphs on February 10th the birthday of Sir John Black who was the Managing Director of Standard Cars from the mid-1930s, chairman of Standard-Triumph between 1944 and 1954, and the man credited for

reviving the Triumph including the idea behind the introduction of a sports car range with the first being the TR2.

Individuals & clubs who participate in some way are also encourage to participate in posting pictures of their Triumph cars on the web at. <https://www.facebook.com/Drive-Your-Triumph-Day>

This year's route took us from the York on Lilydale hotel through the Dandenong's to the lunch venue at the Cardinia Park Hotel in Beaconsfield. It was a relatively short run this year with approximately 50

cars enjoying the warm and sunny day through the outer suburbs of Monbulk, Emerald onto Upper Beaconsfield. At arrival the group of around 100 people enjoyed a 2 course lunch at the hotel and it was good to see that members of the 3 clubs mixing together in good atmosphere over the lunch and drinks.

Next year the run will be held on a Saturday and it should definitely be in your marked in your calendar as a "must do" event.

www.facebook.com/Drive-Your-Triumph-Day

Keith Atherton



Arthur Lee
1972 TR6 Uxbridge,
Ontario, Canada



Klaus Lehmann
1973 TR6 Ortenberg
Castle Germany



Jeff Scarbrough 1976 Spitfire
Watkinsville, Georgia



The cars at the meeting point



Albert de Vos
1976 TR7 Pretoria South Africa



The cars at the meeting point

Renewals:

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

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

Club Permit Scheme Information



- are operational.
4. This process is in place to protect us all. Please, You MUST NOT turn up at the CPS Officer's place of residence and expect to get your forms signed.
 5. You can still mail the forms to the CPS Officer, but the new Online Renewal Portal will minimise handling and postage and should be used in preference to mail.

VicRoads ONLINE PORTAL

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

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

available through the myVicRoads portal account from 31 July 2020.

The link to set up your myVicRoads account is:

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

4. The Club Permit Scheme vehicle will only be displayed in a customer's myVicRoads account if the vehicle is linked to a VicRoads Client ID (licence/client number).
5. If club members want to use the Online Renewal Option and do not see the Club Permit Scheme vehicle in their account at the time of renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked to VicRoads account.
6. The other options of renewing at a Customer Service Centre or via mail, will continue to be available.
7. There is also a new club permit endorsement form to endorse a vehicle requiring renewal.

However, some of the services at the Customer Service Centres may be currently disrupted due to the COVID-19 restrictions.

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

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

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



*** Please make sure you are financial *
if your car is on the Club Permit Scheme !!**

The following article is courtesy of the Colac Collectable Car Club. There are many aspects of the Club Permit Scheme (CPS) which members may not be aware of. If you wish to find out more information please check the VicRoads website:- www.vicroads.vic.gov.au

Can I sell my vehicle with CH plate and can the CH plate be transferred to the new owner?

Yes, provided the new owner is a member of the same club and the plates will be re-issued for the same vehicle. The vehicle will need to be re-permitted to the new owner by submitting a new application, safety inspection or Certificate of Roadworthiness and the appropriate fees. (Revised 1.2.2011)

Does the driver of the CH plated vehicle need to be the permit holder? No.

Can L plate or P plate drivers operate an RHD CH plated vehicle?

Yes, but note that the vehicle insurers may impose restrictions on drivers of vehicles less than 30 years old.

Can L plate or P plate drivers operate a LHD CH plated vehicle?

Yes, but as the driver's visibility may be restricted, caution should be exercised. Note that the vehicle insurers may impose restrictions on drivers of vehicles less than 30 years old. (Revised 1.2.2011 and 21.10.2011)

I belong to two clubs authorised to operate the Club Permit Scheme. My CH plated vehicle is recorded by one club.

Can I have another 90-day Logbook issued through my other club?

No, only one Logbook per vehicle! A member of more than one club may have various vehicles listed with certain clubs but dual listing of a vehicle is not permitted.

Can I park my CH plated vehicle in the street on any day when it is not used?

Yes, but this would require an entry in the logbook. You may temporarily "shuffle" CPS vehicles in and out of your property up to a distance of 100m

Club Permit Scheme Frequently asked ?'s Part Two

2

without need for a Logbook entry. Note that if you were to leave your vehicle parked in the street more than 100m from its garaged address for a number of days then this would require a logbook entry for each day! (Revised 1.2.11)

How long does it take to process the renewal application?

Renewal applications can take 3-5 business days.

I plan to purchase a vehicle (which is on full registration at present) and put it onto the CPS. Can I transfer the ownership from the previous owner direct to the CPS and avoid paying Stamp Duty?

Yes. You can transfer direct to CPS without incurring Stamp Duty (CPS vehicles are not required to pay Stamp Duty) providing the vehicle meets the CPS requirements (age, new owner is a member of a VicRoads Authorised Club) and a Roadworthy Certificate, sighted by the Club registrar, (or Club approval letter) is submitted with the application. Note that the first owner should cancel the registration (and claim any credits) and the second owner will then place the unregistered vehicle on the CPS.

How should the logbook be filled in when I drive the CPS vehicle in the morning to an event and my partner drives it home later?

Only the first signature is needed for the day. Subsequent drivers on that day (eg. repair shop) are not required to fill in an entry. If travel extends into the next day (past midnight) a new day entry is required.

Can a financial member of a CPS club transfer their CPS vehicle to another CPS club if required?

Yes. Normally this could be done at renewal time by deleting the club noted on the renewal form and inserting the proposed club and having the "new"

club authorise the renewal before payment at VicRoads. In the event of a change being required at another time, the owner should approach the proposed club (of which they are already a member) to request the change. A letter to VicRoads from the "new" club's CPS Officer / Secretary detailing the change, with supporting information, should allow the member to obtain a revised CPS logbook insert to be fixed to the inside front cover from VicRoads. As this is an administrative change only and the vehicle is already in the CPS with the same owner there should not be a requirement for a club inspection or Roadworthy Certificate. The "old" club would need to advise VicRoads of the deletion of the CPS vehicle from "old" club listing.

I am attending a club rally over a few days. Can I pre-fill some entries in my CPS log book to cover the period of the rally?

No. Regulation 157(6) of the Road Safety (Vehicles) Regulations 2009 does not allow permit holders to complete or partially complete entries in a log book which relate to a future day. This means, no entry can be made relating to a day other than the current day of use. Completion of a future date entry (full entry or partial) constitutes a breach of the log book obligations established by Regulation 157 and could be considered a breach of club permit conditions (regulation 157A). It should be noted that if a breach of log book conditions occurs, VicRoads could suspend the permit (reg. 157E (b)) on the grounds that a log book condition has not been complied with. (Added April 2016).

How will I know that my application has been processed and I can use my club permit vehicle?

You will receive an email from VicRoads to your nominated email address advising the outcome of your application.

What will happen to the payment if my application is rejected?

Should your renewal application be rejected, your payment will be refunded (a cheque for the refund amount will be mailed to your address) and you will be advised via your nominated email address.

What is a Club Endorsement form? When should I use this?

The club endorsement Form provides an alternative method to endorse the club permit renewal application and is to be used by the authorised officer of the club to confirm that the member requesting the renewal is a current financial member of the club and the vehicle for which the renewal is sought is registered to the club. This form has been developed specifically to assist clubs to endorse a renewal request with minimal

to zero contact during the pandemic and make it easier for customers in regional areas in the future.

Should the club sign both the club permit renewal and the endorsement form?

No. As mentioned above, use of a club permit endorsement form is an alternative method to endorsing a renewal application. As such, the club can choose to sign either of these forms to endorse the request for renewal by the permit holder. Where the Club chooses to use the club permit endorsement form instead of signing the applicant's renewal form, the applicant must attach both the forms – the renewal form completed and signed by the applicant and the endorsement form signed and completed by the club.

Who should complete the club permit endorsement form?

The authorised officer of the club must fill in the vehicle details based on the information held by the club and confirm the permit holder is a financial member of the club. Authorised officers include the club president, treasurer, secretary or permit scheme officer.

Note: The signature field is a non-editable field as VicRoads requires the original written signature of the authorised officer to verify the application and validate the signature against records.

Can the club choose not to use the club endorsement form?

Yes. The club can request the permit holder to forward the club permit renewal form to sign and endorse the permit renewal application. A stamped self-addressed envelope is to be included for its return to you for payment. 📧

Creating Acrobat PDF's

Creating a pdf (especially for your Club Permit) to send in a email is quite easy.

If you have a printer that can scan and you, for example, have filled in your CPS application form (Club Plate) then you'll place the document onto the scanner and scan.

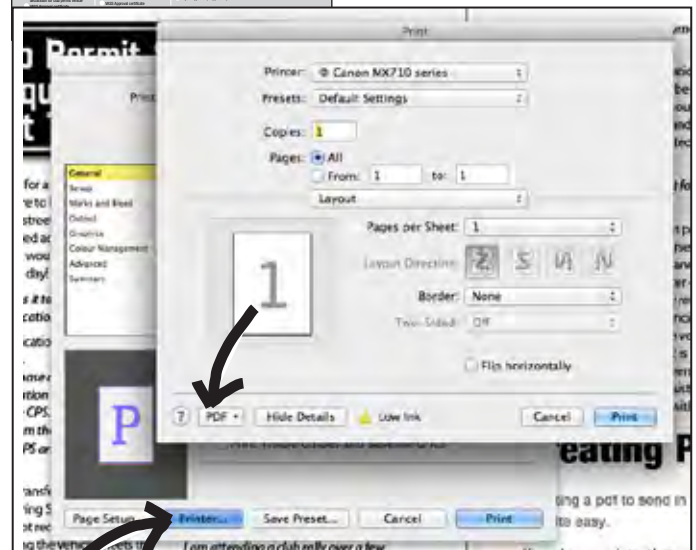


Here is how to create a PDF when scanning from your printer

Most printers will give you the option when scanning to create a PDF. If you have created a document in Word and want to create a PDF to email then when you go to print the document, most printers will give your the option to print a PDF. On my computer I got to PRINT, then to the PRINTER... which opens up another window where I use the PDF button to create a PDF.

Once scanned you can email the PDF. If you need assistance give us a call.

George Stephen & Ian Cowie



Here is how to create a PDF when using your computer

2022 Annual Awards Night

February 14 2023

Our annual awards night took place at the February General Meeting. Congratulations to the recipients.



Jan Shaw presents Larry Mundell with Bruce Shaw Clubman Award



Wendy Coleman presents Keith Ondarchie for the recipient Alana Ondarchie for Best Lady Club member (Coral Coleman Trophy)



Ian presents Keith Atherton with Outstanding Service Award



Roger Jeary presents Trevor Norris with the Presidents Trophy



Peter Green with Best New Member



Ian presents Paul Nichols with the Egg Award



Ian presents Phil Webb with 50 Year Membership Badge



Ian presents Don O'Gorman & Liz Haylock with their 45 & 35 Year Membership Badges respectively



Ian presents John & Fay Seeley with their 30 Year Membership Badges



Ian presents Phil & Gail Nicholson with their 25 Years of Membership Badges



Ian presents Lindsay Coleman & George Coulter with their 20 Year Membership Badges



Ilan presents Michael Kip with 1st Place in TSOA Championship



Ilan presents Michael Kip with Drivers Trophy



Ilan presents Gordon Bunyan with 2nd Place in TSOA Championship



Ilan presents Keith Ondarchie with 3rd Place in TSOA Championship



Ilan presents Michael Kip with Bullett Trophy



Ilan presents David Kelly 2nd place for Bullet Trophy for TR7, TR7V8



Ilan presents Keith Ondarchie with Alister's 2nd Place for the TR7 Trophy



Ilan presents Phil Nicholson with 1st Place Associate Class



Ilan presents Rob Splatt with 2nd in the Associate class



Ilan presents Brian Watson with Regularity Class Trophy



Ilan presents Terry Norris with 2nd Prize for the 4cyl Post '63 Saloon from the British & European Day

Inaugural National Stag Rally



ADELAIDE 3RD TO 7TH MARCH 2023

When I heard from the late John Powell that the Stag Owners Club of South Australia (SOC SA), the only exclusively Stag club in Australia, was planning a national rally for Stags and that it would be based in Adelaide in March 2023, I immediately contacted Gary Blutcher to let him know we'd be part of it. That was in August 2022. Today, two weeks after the rally concluded I'm happy to say it was a very enjoyable success.

The inaugural National Stag Rally was organised by the only Stag Club in the country and held in and around a vibrant Adelaide, in the midst of its annual Fringe Theatre Festival and WOMADELAIDE (a festival of arts, music and ideas from around the world). Despite the energy generated in the centre of Adelaide by the festivals, the National Stag Rally was not deflected from its aim of gently showcasing the Stag and providing owners from many parts of Australia the opportunity to meet new friends, take advantage of some of Adelaide's adjacent wineries, its automotive and aeronautical, as opposed to theatrical,



Stags at Birdwood - The blue Stag crossed The Nullabor highlights, drive the delightful roads through the Adelaide Hills, and experience "The Bend", the new racing complex at Tailm Bend.

It began on Friday 3 March and for the stalwarts, concluded on Thursday 9 March with a tour of the Barossa Valley, one of Australia's premier wine growing areas. In between there was a Saturday morning drive to the famous Birdwood Motor Museum where participants' 1970's fashion sense (too many safari suits and purple pants for the author's liking!) and the cars' presentation were rewarded (with prizes for both shininess and patina!), a dinner at the beach on Saturday evening, a Sunday morning drive into the Adelaide Hills and participation in the All British Day at Echuca. Monday

followed with a visit to the Adelaide Aviation Museum. On Tuesday there was a choice of laps at The Bend for the rev heads or morning tea and a coastal drive down the Fleurieu Peninsula to McLaren Vale's wineries and on Wednesday the option of a visit to the Monarto Safari Park or picturesque Hahndorf, one of few towns in Australia which retained its German name during World War One.

It sounds like a hectic program but the SOCSA kept it low key and provided plenty of time for participants to do their own things: and to relax. The weather was clear most of the time and most took advantage of the warm (hottish!) weather to drive topless.

In all, 33 Stags from South & Western Australia, New South Wales, the



Birdwood Motor Museum "Fashions in the Field" Judging 70's dress code!



Victorian & NSW Stags at the "Big Rocking Horse"! Yes you heard right!

The author's "back seat" driver! The things a dog will do to get in a Stag

Australian Capital Territory and Victoria attended.

It was a very well organised, engaging and friendly event and the SOCSA is to be complimented on both the fact that they decided to hold the event and then executed it so well.

The National Stag Rally was also held as a memorial to the late John Bilton Powell, one of the country's

most dedicated and efficient Stag enthusiasts . John died unexpectedly on 3 January 2023. He was very much looking forward to the rally and his presence missed. John is single handedly responsible for developing and maintaining a register of Stags in Australia. His work means that most Stags have been tracked and he proudly reported that 53% of Stags sold in Australia are on John's

register and most are registered and being used. The National Stag Rally in itself acknowledged the work John has done tirelessly. He will be greatly missed.

The inaugural National Stag Rally was a fine event. Now we're looking forward to the next one. Any volunteers?

Gordon Bunyan

Kelly Racing and Restoration

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

Contact: Geoff Kelly 03 8774 4154

Email: the4kellys@dodo.com.au





Veri Triumph & MG International Weekend

Our British Correspondent

Three Counties Showground – Malvern
13-15 August 2021

The TR Register and Triumph Sports Six Club held their first joint event in 2019 on the horse racing course at Stratford Upon Avon. Whilst the event was a success and proved that the two clubs could and should work together, there were logistical issues with large numbers of cars accessing the in-field area.

For obvious reasons, there was no event on 2020, therefore for 2021 the decision was made to return to the traditional 'home' of the TR Register's International Weekend – the Three Counties Showground at Malvern. This is a huge site, so plenty of room for cars and camping, together with display halls, arena areas and on-site facilities.

As a result of a double booking, the MG Car Club lost its slot for their International Weekend at Silverstone and in the spirit of friendship within the classic car community, the Triumph clubs offered to share their weekend with the MGs.

The weather was mixed, but the display of cars and being back amongst a large group of enthusiasts was fantastic.

Most of the main traders have a stand and many offer show discounts and special offers. Alongside this is the autojumble which offers a vast array of oily/rusty bits for you to pick through. Everything from a semi-complete barn find TR4A to a giant box of New Old Stock (NOS) indicator flasher units – lord knows where they came from!

There were two major anniversaries for Triumph in 2021, the 60th for the TR4 and the Herald 1200.

The Concours was quite small and the cars were, in the main, prepared to a very (very) high standard. However, I get the impression that many clubs are moving to a more informal 'Show & Shine' or Pride of Ownership way of acknowledging well-presented cars; the investment to achieve top end concours condition just isn't reflected in

the value of the finished cars.

The organisers try to park up cars in model specific rows, but there were so many that that became impossible and many cars were left in the camping areas. The multi-coloured rows of each model group were spectacular all the same.

Sadly, the Triumph world lost a great personality in 2021 with the loss of Graham Robson. Graham had been a star feature of the arena displays for many years and his commentary and knowledge will be missed. Rather than hold a sombre one minute silence, the decision was made to mark his passing in a way he would have approved – one minute of noise, revving engines and blowing horns.

In the halls, a display brought together the four works TR4s for the first time in 50 years. Any of the 'VC' cars is always special, so to have all four was quite something. VC marks the registration region for Coventry, so any Triumph with a VC registration has the potential for a factory connection, sometimes being linked back to senior staff use as company cars.

The gymkhana is always entertaining and it is great to see cars being used in the way that was intended. I also feel the event should be sponsored by the suppliers of tyres, gearboxes and driveshafts!

Sadly, the 2022 event, scheduled to be held at the Staffordshire County Showground, was cancelled due to poor advanced ticket sales leading to concerns about the potential financial exposure to the organising clubs if attendance was much lower than planned.



The four works TR4s



For 2023, the event is scheduled to be held at Silverstone over the weekend of 10/11th June, again in conjunction with the MG Car Club to celebrate the 100th anniversary of both marques.

Check out the website: mgtriumph100.co.uk

Words & Pictures – Dave & Jo Beardsley
Additional Picture – Tracy Core





FLORENCE THOMSON

Tour

FRIDAY 28th - SUNDAY 30th
APRIL 2023

Based around Wangaratta

Is proudly brought to you by the
Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and
contribution of Women to Australian motoring

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to
florencethomson@racv.com.au







TSOA Nationals 2023

Saturday 21 October to Saturday 28 October
Warrnambool Victoria

We have reached the target for participant's of 99 with a maximum of 100, but are looking to have interested members register in case of cancellation's.

Proposed Program of Events

Saturday 21 October

- PM arrival and check-in at Lady Bay Resort, Warrnambool
- Happy Hour
- Welcome Dinner

Sunday 22 October

- Breakfast at Lady Bay Resort
- Show and Shine, Lake Pertobe
- Lunch at own expense
- BBQ Dinner and Light & Sound Show at Flagstaff Hill Maritime Museum

Monday 23 October

- Breakfast at Lady Bay Resort
- Day run to Shipwreck Coast and hinterland
- Lunch at own expense
- Happy Hour
- Dinner at Pavilion Restaurant (walking distance from Lady Bay Resort)

Tuesday 24 October

- Breakfast at Lady Bay Resort
- Observation run to Hopkins Falls, George Taylor Stores, Tower Hill, Port Fairy & Koroit
- Lunch TBA
- Dinner and Barefoot Bowls at City Bowls Club

Wednesday 25 October

- Breakfast at Lady Bay Resort
- Go-kart 'Come and Try' day at Cobden track

- Miniature Railway and Mini Golf
- Roast Lunch provided by Cobden Go-kart Club
- Dinner at own expense

Thursday 26 October

- Breakfast at Lady Bay Resort
- Day run to Portland
- Motor Museum, Maritime Museum, Tram Museum, Cape Nelson Lighthouse
- Happy Hour
- Dinner at Pippies Restaurant (walking distance for fit people!)

Friday 27 October

- Breakfast at Lady Bay Resort
- Morning activities TBA
- Free afternoon
- Delegates Meeting
- Happy Hour
- Farewell Dinner

Saturday 28 October

- Breakfast at Lady Bay Resort
- Check-out and depart



Total average cost around \$1,500 per person

Registrations NOW open go to: www.tsoavic.com.au

Who owns this car?

My car is BLO-022. I obtained the car in 2014 while working with the wife of the previous owner, Peter Leckey who was not a member of TSOA. It had been in storage for close to 20 years and was costing money that she no longer wanted to shell out. It was looking pretty sad but I had always loved the look of the Mk3 in particular so decided to take it on. Her husband told me he had some paperwork for

the car but it included only insurance and storage receipts.

Now that I am restoring the car I would like to try and find out about its history. The photo is from Larry Mundell's excellent "The Triumph Spitfire - a Melbourne Perspective" CD. The caption stated that BLO-022 was owned by Coral Coleman but, when I chatted to Lindsay Coleman, it turned out that this is incorrect. So now I am wondering if any of our current members know any history of the car which still carries an old TSOA VIC sticker on the windscreen. One interesting thing about BLO-022 is

that has been fitted with a 2000/2500 gearbox at some point in time, which may jog somebody's memory. I can be contacted on 0407 160 016 or hz95vs@gmail.com

Simon Hardy



Triumph Sports Owners Association of Victoria Club Library Guidelines

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

TSOA Club Librarian
Larry Mundell
11 Melville Drive, Greensborough 3088
Mob: 0424 122 569 Email: larrybultaco@hotmail.com

New Books this Month

How to Improve Triumph TR7, TR7-V8 & TR8
Roger Williams – Veloce Publishing

TR7 Workshop Manual
J H Haynes & Peter Ward – Haynes Publishing

Triumph the Saloon Models 1947-1984
DVD – J Clancy Production

Thank you to Michael Kip & Philip Johnstone for their donations to the Club Library.

TSOA - The First 60 Years A History

Just a note that copies of the Club's History Book have been sent to the State Library of Victoria & the National Library of Australia. We have nearly sold all of the 200 copies printed. Only 9 copies remain. If you haven't got your copy yet, contact me ASAP.



Reminder to borrowers to return due books at the next Club meeting.

WANTED

Your Old Triumph Books For TSOA Library

TSOA is seeking to expand its Club Library Collection and asking if members have any old Triumph related books you may be willing to donate.

We are particularly interested in any Triumph books published since 2000, & any workshop manuals & spares parts books for TR7, TR8 & Stag models.

Please bring your donations to the next Club Meeting or contact the Librarian - Larry Mundell on 0424 122 569"



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.



**THE ASSOCIATION OF
MOTORING CLUBS**



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

AOMC Carbon Offset Program

The AOMC has partnered with Greenfleet to offer motoring enthusiasts the opportunity to support the environment through a carbon offset scheme.

This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to government that the environment and our heritage fleet can exist in harmony. This will, amongst other benefits, help us to support the current Club Permit system.

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) recognising that our historic cars produce very little greenhouse gas per year.

Why should you purchase Carbon Offsets?

As an enthusiast you probably have a favourite type of car. You also understand that other people like different cars. Some may like old army jeeps, while others like sleek sports cars. And then there are those who like old trucks or even old Triumphs (your parents or grandparents may have owned one as you were growing up). But there are other people who see old cars as just being out of date, unsafe and unnecessary users of petrol. We understand that big SUV's produce a lot more greenhouse gas than



many of our collectable cars, especially as our collectable cars are only driven occasionally. The scheme developed by the AOMC with Greenfleet enables us to show to government and the general community that we are committed to both the environment and the preservation of our motoring heritage.

Greenfleet

Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government with accreditation to provide tax deductible receipts.

For more information, including how to purchase carbon offsets, go to the AOMC website: www.aomc.asn.au/carbon-offset

John Lambert Escape Motoring

A large advertisement for Rimmer Bros, celebrating their 40th anniversary. The ad features the Rimmer Bros logo and the Triumph logo at the top. Below the logos, a list of Triumph models is provided: TR2-5, TR6, TR7, TR8, Spitfire, Stag, GT6, 2000, 2500, 2.5PI, Dolomite, Sprint, Herald, and Vitesse. The central text reads "ALL THE PARTS YOU NEED". Surrounding this text are various car parts and accessories, including wheels, suspension components, and body panels. At the bottom, there is a list of services and contact information: "FROM THE SMALLEST NUT & BOLT TO AN ENTIRE BODY PANELS & EVERYTHING IN-BETWEEN", "QUALITY PARTS & ACCESSORIES", "FAST & RELIABLE WORLDWIDE DELIVERY", "EXTENSIVE WEBSITE", "VAST STOCKS AT 100,000 SQ FT HQ", "KNOWLEDGEABLE STAFF", "FREE COMPREHENSIVE CATALOGUES", "PRICE MATCH", and "TRADE & WHOLESALE ENQUIRIES WELCOME". The contact details are: WEB - www.rimmerbros.com, EMAIL - sales@rimmerbros.com, TEL - +44(0)1522 568000. Social media icons for Facebook, Instagram, and Twitter are also present. The address is Rimmer Bros., Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA.

BUY, SWAP, SELL AND WANTED

FOR SALE



Racetorations Modified TR Gearbox

Close Ratio Roller Bearing TR 6 modified Gearbox

Close Ratio gear set:

1st	2nd	3rd	4th
2.19	1.57	1.23	1.00
3.14	2.01	1.33	1.00 (standard)

Layshaft hardened to twice standard depth.

Lay gear modifications use high speed bearings that halved the point load on the Layshaft.

Synchro rings are competition type, hand toleranced into each unit.

This Gearbox has never been used - brand new.

\$3,850.00



New RACETORATIONS Alloy Rocker cover - never used. **\$300**



2nd Hand TR6 brake booster. **\$50**



4 x GAZ Gold adjustable shocks. Both F&R Limited use. **\$375**



TR6 Radiator rebuilt by AUTOCOOLING incl new core. **\$150**

Email: gnhaymes@optusnet.com.au
Mobile: 0407 365 959



FOR SALE

Stag Parts

Interior black • Boot hinges • Soft top rear cover
Front springs & shockers

TR4 Parts

Original "Performance" wheels 15 x 6
Gearbox - non Overdrive

TR6 Parts

Stromberg Carbies & manifold
Bonnet • Boot Lid • Doors • USA Seats

Contact: Keith Ondarchie

Email: keith@solar4you.com.au

Mobile: 0411557720

FOR SALE

Rollbar to suit TRs 4, 5, 6.

Competition style with harness bar and eyelets.
Excellent condition **\$395**

Hella 181 Fog Lights pair (Rectangular) for that 70s period look! **\$65 (\$350 new)**

TR7 Used Parts:

Original vinyl sunroof assembly (vinyl torn).
• Fuel tank • Radiator • Standard spring set
Interior trim set **Make me an offer.**

Contact: Rob Boykett

Email: boykett1@gmail.com

Mobile: 0424211748

FOR SALE

Garage clearance!

Triumph Spitfire Mk4 parts

Original 1300 radiator & electric fan

Looking for offers.

Crane Fireball XR3000 optical ignition kit - **\$90**

Contact: Robert Casson

Email: traceyandbob@optusnet.com.au

Mobile: 0400 570 050

WANTED

TR6 Right Front Indicator/Park Light Housing

To suit (2 globes) Clear/Amber Lens

Contact: Barry Pritchett

Mobile: 0409 432 499



FOR SALE

Triumph 2500 Sedan 4 speed gear box with J type O/drive.

I bought this some years ago, as a reconditioned / refurbished unit, for a project that did not proceed. I have not used this gearbox at all. It has been in my garage since then, under a plastic cover.

\$700 or best offer.

Triumph 2500 engine, minus crank & camshaft.

Believe this engine has not previously been bored, so would certainly suit someone for spares. The block & head seem to be undamaged & quite serviceable, apart from needing to be reco'd.

Head, rods etc. all still there.

Engine is free. If no takers, it goes to the tip.

Pick up in Parkdale.

Contact Tony Stone:

Email: tony.stone@bigpond.com

0439 658 203



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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@tsoavvic.au

The Club Permit Scheme contact:

Ian Cowie
Phone: 0409 694 409



Small specialised workshop operated by Michael Heaton to meet all your TR requirements.

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- Performance upgrades
- Competition preparation
- Pre-purchase inspections

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Let the TR Workshop dispel those myths about classic car unreliability and get you enjoying your car the way it was meant to be.

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