



Traction

JUN/JULY
2023

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
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12 Triumph TR25 concept

18 Autoclassico Car Show

20 Batemans Bay To Race Track

25 Stag Fastback



**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



TRACTION ADVERTISING

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.

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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

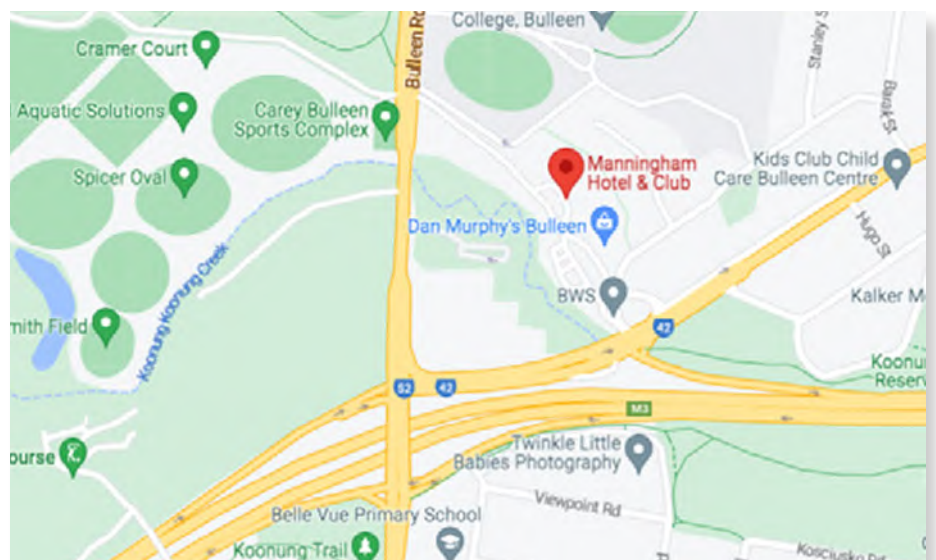
DINNER: From 6.30 pm. Meals from \$15.00. Seniors – \$15 for 3 courses. Prices may be subject to change.

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NB: Meeting starts at 7:30pm.



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30 Years	Ivory/Silver
35 Years	Silver/Silver
40 Years	Black/Gold
45 Years	Royal/Silver
50 Years	Orange/Silver



TSOA MEETINGS

TSOA hold their monthly meetings on the second Tuesday of each month at 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 5 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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1975 Kleber 6-Hour, run by TSOA. The line up at the finish.



Check TSOA website for more event details: <https://tsoavic.au> & keep a lookout for our e-blasts

Tuesday 8 August AUGUST GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 20 August	All Triumph Challenge (ATC) Winton Motor Raceway	Michael Kip	compsec@tsoavic.au
Saturday 2 September	The Croydon Car Show	Keith Atherton	events@tsoavic.au
Saturday 9 September	MSCA Round 7 Phillip Island	Michael Kip	compsec@tsoavic.au
Tuesday 12 September SEPTEMBER GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Mid Setember TBC	Liberator Museum in Werribee including a tour & sausage sizzle	Keith Atherton	events@tsoavic.au
Sunday 1 October	Euroa Show & Shine	Keith Atherton	events@tsoavic.au
Tuesday 10 October OCTOBER GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Saturday 21 -28 October TSOA NATIONAL RALLY	Warrnambool and surrounds	Trevor Norris	trevtr8@gmail.com
Sunday 5 November	The Point Nepean Heritage Motor Show	Keith Atherton	events@tsoavic.au
Tuesday 12 November SEPTEMBER GENERAL MEETING	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	



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EDITOR'S REPORT

This issue has quite a few articles relating to 100 years of Triumph. We have Part One of Triumph's history. As you can see on the cover there is a new Triumph!, and a fastback Stag.

A box of black & white photos from our archives has surfaced and they are from the 1975 Kleber 6-Hour run by TSOA. Some of these photos will be used throughout this issue. We don't know who donated them to the club or who took them, so if it was you please let us know. Remember if you have old photos of TSOA events, people or memorabilia please consider donating them to the club.

Thanks to Chris Liokos, Keith Atherton Graeme White, Phil Johnstone (Wedge Tips are back!) for writing articles and those that contributed articles, Phil Webb and Danny Holohan.

We'd like to thank our sponsors/

advertisers. They support us, so please support them. CanPro – Splatt Engineering, The Healey Factory, Energy Assist, Stuckey Tyres, Rimmer Brothers, Kelly Racing and Restoration, Chequered Flag Stables and Maroondah Printing. Mike Heaton has decided to close down his business. Thanks for you support Mike.

As you may have noted from last months issue I can source articles from our sister Triumph clubs who are happy for us to use them.

George Stephen

Email: traction@tsoavic.au

I NEED YOUR HELP!

If you are attending any TSOA event (social, comp.) please take a few photos and send them to me please. Especially if I'm not in attendance.

Traction Deadline Dates

Aug/Sept

20 September 2023

Oct/Nov/Dec

8 December 2023

Jan/Feb

20 February 2024

Mar/April

20 March 2024

traction@tsoavic.au

S.P.I.T.F.I.R.E Project (June 11)



Working on the Wedge



Pics by Stu Smith

TSOA Briefs

Club Regalia

Expression of interest sought for retro regalia.

1970-1980's windcheaters

Dark blue with large white TSOA shield on the front
And white T.S.O.A. letters on the back [75mm]

IF ANYONE HAS AN ORIGINAL JUMPER COULD THEY PLEASE CONTACT Brian or Roger.

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

As of writing this report I don't really have much on actual track side competition to talk about due to the Winter break with MSCA and the Race component also in a bit of hiatus at present.

This doesn't mean that the Competition Sub Committee has been sitting on their collective hands you can rest assured.

Funds that were applied for last year with an available grant have been dispensed purchasing, but not restricted too, First Aid kits, Timing watches for Relays, Garmin Catalyst devices for general competition use, with the intention of a Defibrillator also to be purchased.

Some wag, whose name will not be divulged, made the comment that the Defrib would be of use to jump start my car if nothing else. Haha. 10,000 people out of work and he she wants to be a comedian:))))))

ATC planning is in full swing at present.

At the time of writing we still have 1 place available on the skid Pan for the driver training car control exercise on



Saturday August 19. Ask me how to take this place for yourself!!!!

A theory night on Thursday August 17th is compulsory. Cost will be in the range of \$130 to \$150.

Lunch will be included on the Saturday consisting of a BBQ with soft drinks, coffee, tea etc

Porsche are running a Sprint on the Saturday August 19 and allowing us to join them for some practise prior the Triumph Challenge. Ask me how to enter this event!!!!

Dinner on the Saturday evening has been booked for 60 places.

Triumph cars Parade laps during the Lunch Break of the Triumph Challenge.

Scoring of the Challenge will be

displayed on a big screen during the event so come and watch the changing fortunes as the scoring system works all controlled by the gate keeper Lindsay Byrne :))))

We welcome Diabetes Australia Research as a new sponsor for the Most Outstanding Drive perpetual trophy to be awarded by the MSCA Clerk of Course.

This is quite the feather in our collective cap with a National Body wanting to be associated with our Triumph Challenge for one but also Diabetes is a significant threat to our society so anything we can collectively do to raise awareness is very helpful.

TSOA are in negotiation with MG at present on an exciting Sprint Challenge competition venture for 2024 and beyond. That's all I have to say at present on that but just to whet the curiosity. :))

Next issue I will have a few more things to report like the Phillip Island 6 hour, Winton Festival of Speed, All Triumph Challenge etc.

A humbled rather mortified TR7 driver.

Kippy

TSOA Competition scoring

Here is how the scoring works:

All lap times are downloaded from Natsoft

An individual drivers fastest lap and 4th fastest lap of the day are entered into the Championship equation.

Fastest lap minus 4th fastest lap time is recorded in thou of a second.

Each second of time difference is 100 points deducted from a starting score of 1000 points.

Example

Fast lap	100.050 seconds
4th fastest lap is	100.950 seconds

Difference in time .9 seconds equating to 90 points lost for the round

1000 points minus 90 points equals 910 points scored for the round for the driver.

All scores recorded during the competition year will be tabulated for each driver with the best 3 results used.

Minimum events required to qualify for the Drivers Championship is 3 rounds and the driver with the highest score becomes the Driver's Champion.

Scoring of results will be published in each issue of Traction .

**Michael Kip
Comp Sec**



Sunday 20 August
Round 6 Winton Sunday 20
Inc TSOA Challenge ATC

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.

We continue to plan and hold events even though the cold winter weather sometimes makes it difficult to raise enthusiasm to venture outside.

Just before this report was written we had a very successful run on Sunday 16th July to the Tooborac Hotel with 30 members enjoying the drive and lunch at a great location.

Our general meetings attendance has been healthy with around 35-40 members regularly going along and those at the July GM would have seen & heard from a guest, Ron Cole, of The Desert Centre Triumph Club, Arizona who is a annual visitor to Melbourne for family reasons. Ron contacted us and asked if it was OK to go to the GM & that he has owned a 1976 TR6 for a number of years. As our planned guest speaker for the evening had to postponed Ron was asked (press ganged) into talking about his TR world and from his comments Triumph life in Arizona is very similar to our own. Although Ron was

amazed at the local cost of TR6 against that in the USA where TR6's are more common keeping the price down.

Looking forward we have a club run in the middle of September and later a visit to the Liberator Museum in Werribee that will include a full tour & sausage sizzle lunch. Details and timing for the Liberator visit are being worked through.

We also have the All Triumph Challenge at Winton in August 12 & 13th although this year I am not planning to have a Show & Shine associated with the track activity planned for both days.

The TSOA National Rally at Warrnambool October 21-28th has currently a small number of vacancies and with a full week of activities planned promises to be a fun event. If you are interested please see our website for booking information.

For those who like car shows there are three to put in the diary. The Croydon Car Show on Saturday 2nd September where the club has been asked to help

out with Marshalls and upcoming in October will be the annual Euroa Show & Shine on Sunday 1st October and also The Point Nepean Heritage Motor Show on Sunday 5th November. Please see the e-blasts & website for information on all of these.

The monthly coffee mornings arranged by Jim Cain and held on the last Wednesday of each month & now in the 13th year are going very well with around 30 people attended the June event. For the first time we welcomed members of the Jensen Car club to the coffee morning after a request by Darren Green, who is member of both clubs, asked if a small number of Jensen owners could attend as they are looking to increase their social activity. It was good to see the interaction between Triumph & Jensen owners and we will continue this arrangement into the foreseeable future.

I hope to see you at a club event sometime over the rest of this year.

Keith Atherton.

Guest Speaker from Arizona

At our July meeting we had the pleasure of hosting a member from The Desert Centre Triumph Register of America. The club is based in Phoenix Arizona.

It was a genuine pleasure for me to pick up Ron Cole from his hotel in Exhibition Street Melbourne. We had a lovely journey to and from the Manningham Hotel exchanging our automobile experiences. Ron spoke on the night and it was interesting to hear the similarities in our two clubs. They also meet at a hotel for a meal before the meeting. They also meet on the second Tuesday of the month.

Ron had informed us the average age of their club was 115!! I had to clarify if that was an 'imperial' measurement and should we divide by 1.6 for our reference?? Ron spoke about his ownership of his TR6 and

similar experiences were shared. Ian presented Ron with some regalia of TSOA Vic and a copy of our 60th anniversary edition. A few pics also were exchanged so the Arizona Club meeting could view ours about 14 hours later.

Hopefully we get to see Ron again on his next travel to Australia.

Danny Holohan



Ian Cowie and Ron Cole and at the meeting (below)



* TSOA MEMBERSHIP IS NOW DUE! *

How to renew your TSOA membership

Go directly to <https://tsoavic.360membership.com.au/>

OR go to the **TSOA website**, then under the **Members** drop down menu, click Renew Membership.

Enter your TSOA membership number, and password.

Then click on the "Log me in" button.

If your password is unknown, click on the "Forgot password?" button. You will be sent an email with a link to reset your password. This uses your email address on file.

Renew your membership

In the main menu, click on My Membership.

Then click on Subscription

A button should be available to renew.

Need help?

If you have issues with updating your details or don't receive the password reset link, please **email Danny via members@tsoavic.au** with your membership number, name, contact phone number and description of your issue.

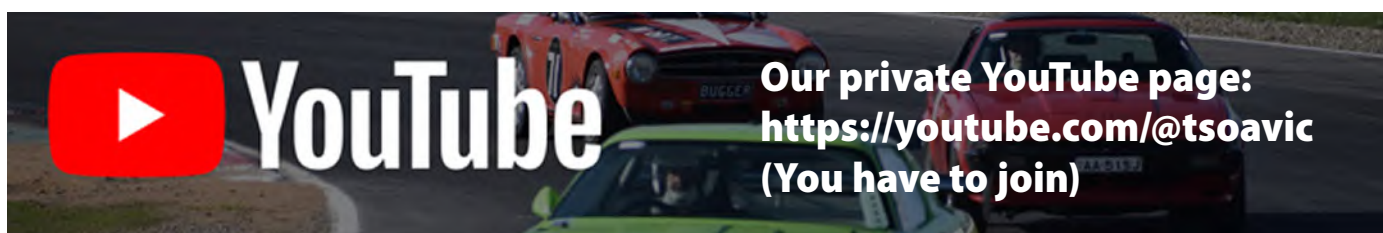
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 Subscribing to TSOA Victoria's YouTube channel is a convenient and efficient way to stay updated and save valuable time for club members and administrators. By subscribing and clicking on the bell icon, you'll receive notifications whenever new videos are posted,

eliminating the need for the committee to reach out through other mediums like Facebook or emails. This streamlined approach ensures that you won't miss any new videos posted about the club or exciting content. Subscribing to the YouTube channel demonstrates your support for the club and its activities

while helping the committee focus on other improvements rather than managing multiple communication platforms. So, hit that subscribe button and enjoy hassle-free updates tailored specifically for TSOA Vic club members!



Living Legends in Greenvale

Morning Coffee Dates

August 30th	10.30am	Café 23	193 Warrandyte Road NORTH RINGWOOD	9876 1344	Melways 49 J3
September 27th	10.30am	Sandbar Beach Café	175b Beaconsfield Parade MIDDLE PARK	9645 0250	Melways 2K12
October 25th	10.30am	Garden World Nursery Café	810 Springvale Road BRAESIDE	9769 1019	Melways 88H10
November 29th	10.30am	Ora D'Oro Café	28 Hewish Road CROYDON	0470 207 514	Melways 50K3

MEMBERSHIP SECRETARY'S REPORT

To date there has been approximately 180 members successfully renewed their membership.

We are aware there has been a couple of issues with the renewal process. It has been reported a few members haven't received an official receipt for the transaction. The Eway Gateway Payment System has successfully sent an automated receipt for the payment process. However some ISP's (example Bigpond) can 'block' this receipt as spam before even being delivered to your personal email address. Some people have found it in their 'junk' or 'spam' folders. Others have reported it being on their ISP servers 'junk' folder. If you haven't received your receipt and you would like a copy please email me with your request.

As previously mentioned in last TRaction edition the

'system' does have some challenges to work with. The separate 'programs' have to work with each other. This includes the 'membership database' to 'payment facility' to the 'email notification' of events that you receive. This sometimes fails and we have to try and correct the outcome. We can only work with the confines of systems that are available to Non Profit clubs etc. If you are experiencing 'errors' in the system, or aren't receiving updates on social events that you are interested in attending. Send me an email and I'll do my best to try and fix the problem for you. I'm getting to know a lot of members names now so look forward to meeting on events in the future.

Danny Holohan
Membership Secretary

TSOA welcomes our New Members

Rodney Jellet		Stan Kollaris	1971 TR6
Lachlan MacGregor	1965 Spitfire	Douglas Robertson	
Albert Doggett	1975 TR6	Peter and Jean Blackman	1974 TR6

Vic Roads CPS Error...

Finally got something official we can work with vis a vis the error which appears in some 2024 CPS renewals.

TSOA (Vic) has been aware for some days that July Club Permit renewals are issued with the incorrect expiry dates. The error is that the year 2023 is printed on the label - it should be 2024. Accordingly we have received the following advice...

VicRoads are aware that a small number of club permit holders have received an incorrect club permit renewal notice reflecting incorrectly a 2023 expiry.

This error impacted renewals with an expiry between 1 and 25 July 2024.

Impacted customers are still able to use this notice for payment of their club permit. Once paid, VicRoads will issue the correct label for your vehicle and logbook.

Club Permit Scheme

VicRoads will be writing to impacted customers and will be re-issuing renewal notices with the correct dates.

This issue is limited to club permit vehicles only and does not impact driver licence or normal vehicle renewals.

Should you have any further concerns or require further guidance please feel free to contact our CPS Officer at plates@tsoavic.au.



Name Badges

Have you lost, not received your name badge or in need of a replacement? Please let our Membership Secretary know.

We encourage all to members to wear their names badges at all events.

NB: For members who requested badges they are in production and will be mailed out once received.

BADGES



Years of Membership Badges

Have you not received your Years of Membership Badge? They are formally handed out each year at the TSOA Presentation night during the February General Meeting. If you are unable to attend this meeting and would like to collect your badge please let our Membership Secretary know.



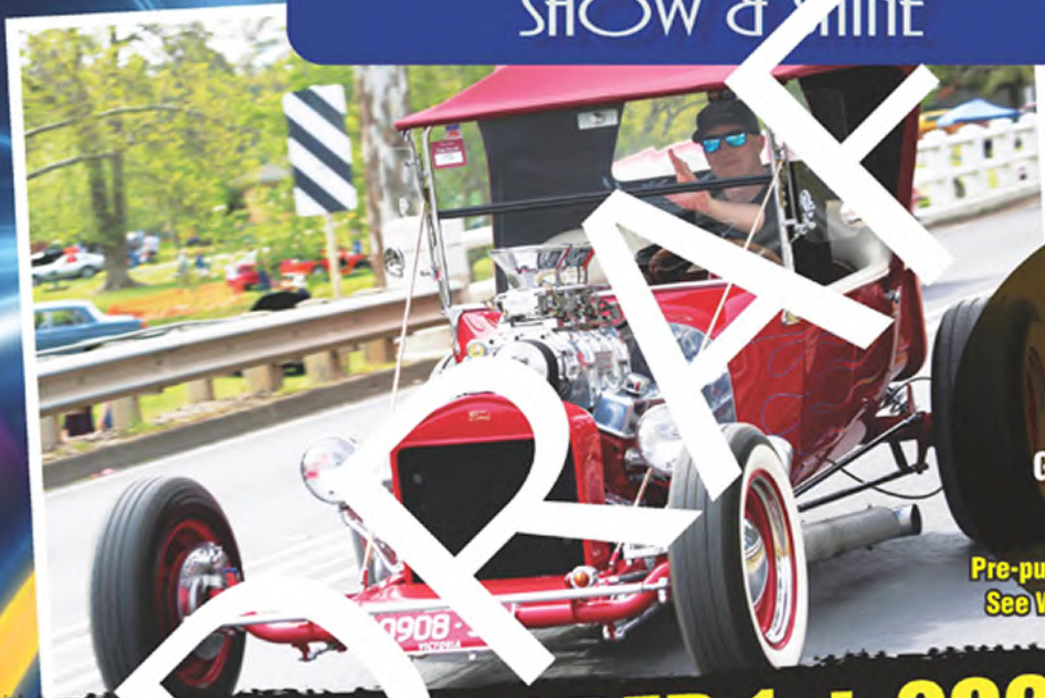


Australian National

EUROA

SHOW & SHINE

This year's event theme is



Show Vehicles \$10 including driver
Show Bikes \$5 including rider
General Public \$5
Kids Free

Pre-purchased on-line tickets only
See Website for details and link

SUNDAY OCTOBER 1st, 2023

MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!

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8am to 3.30pm



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Contact: Ian Langlands 0415 763 978 | euroashowandshine@outlook.com | www.australiannationalshowandshine.com.au



Sir John's

Dream Finally Comes True July 1953

It is truly amazing that seven decades ago, Sir John Black's long awaited Triumph two seater sports car was finally developed and put into production with the first two TR2 roadsters being built, circa 22 July, 1953.

More TR2s were to follow when assembly resumed, be it slowly, in August, 1953 following the annual summer holidays. Luckily the Triumph factory numbered all new TR2's sequentially as they were built. It has been reported that the first two TR2's Commission Number TS1 and TS2, were hand assembled just to ensure that the models body and mechanical components all came together, but more importantly, to see that the assembly of the new roadster would flow as smoothly as possible when production recommenced when the factory re-opened in August, 1953.

Both TRs were painted the same colour, Pearl White with Geranium trim. As widely reported, TS1 was left-hand drive with overdrive and was shipped to Toronto for the Canadian Motor Show. TS2 was right-hand drive and fitted with a non-overdrive four speed transmission and it went to Ireland for the Dublin Motor Show.

Sir John's long held vision for a compact, low cost, 2 litre, four-cylinder sports car in Standard- Triumph's range of vehicles had finally become a reality. Sir John (Standard-Triumph) could now be seriously involved against the other British sports car manufacturers for export sales in the growing sports car market in the U.S.A. Unlike today's advertising world, the opportunity to road test the brand new TR roadster was slow to materialize during 1953. That all changed early 1954 when motor magazine reviews highlighted the TR2 as being a drivers car, with a comfortable cockpit, good all round performance, (100 + m.p.h.) fuel efficient and excellent value for the money. It was also fortunate, that the decision was made by Triumph that the TR2 roadster was to have a fuel gauge in its instrument cluster unlike the popular MG TD and TF series.

By the end of 1953 only 300+ units had rolled off the assembly line. However, there is a rather sad twist of fate in this incredible TR story; Sir John Black following an unfortunate motor accident outside the Triumph factory and a period of poor health had to resign so never actually saw "his sports car" and it's world-wide sales growth as Alick Dick took over Sir John's

role as head of Standard-Triumph in January, 1954.

Briefly, if we fast forward to 2023, some surprising facts emerge; it is estimated that around 85 TR2's survive world-wide out of the 300 plus Triumph sports cars that rolled off the Triumph assembly line during 1953 - including the few examples that were shipped to Australia, (arriving here in the early months of 1954). Just like the record breaking TR2 prototype (MVC 575) which recorded 124 m.p.h. on the Jabbeke Highway in Belgium, both TS1 and TS2 the very first TR2's assembled still exist. Both have been subject to a full mechanical and body restoration.

As Triumph enthusiasts we know survival rates of TR's in Australia is also quite significant although the ex Jan and the late Bruce Shaw TR2 (TS211) is now owned by a TR enthusiast in the Northern Hemisphere.

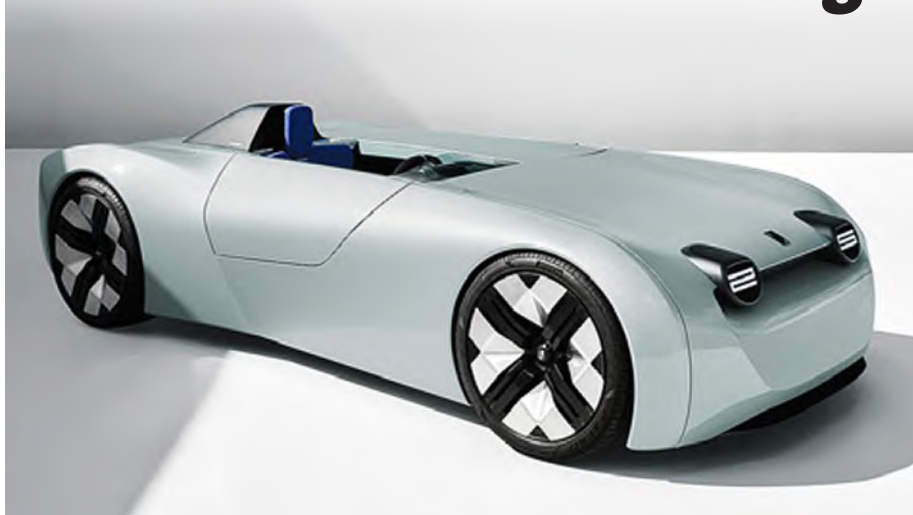
Graeme White



Triumph name 'returns' with stunning TR25 concept

Built by Makkina and powered by BMW i3 bits, the TR25 celebrates a record-breaking TR2

We've not seen or heard anything of Triumph in a four-wheeled context for a very long time; BMW has the rights to the name, and is seemingly content for it lay dormant. Well, sort of. Because this is a new Triumph TR25 concept, built by British design house Makkina, and the name has been used with BMW's blessing. More than that, in fact, it uses BMW power, with an i3S battery and motor employed. Quite some way to celebrate 100 years



of the Triumph name. (ED: I like the modernised Triumph open book logo on the steering wheel)

Though unashamedly modern in

its design, the TR25 aims to evoke classic Triumphs in the way it looks. Specifically, it pays homage to the MVC575, the legendary TR2 that now resides in the British motor museum. It's also known as 'Jabbeke', as that was the location where the TR2 broke the land speed record for production cars under 2.0-litres back in 1953 - it reached 124.889mph.

For the TR25, reimagining that look means two distinctive headlights just like any good Triumph roadster, plus what Makkina are calling 'sleek, aerodynamically-optimised exterior surfaces'. A single-seat sports car with a flip-out jump seat for anyone brave enough to go in alongside, an 'uncompromising, driver-focused cabin' is promised, one with minimal distraction and controls. As all the best lightweight British sports cars are.

Interestingly given the look, the TR25 is underpinned by BMW i3S architecture. Which has plenty of advantages beyond being readily available to work on. Despite a quarter century of design experience (hence the '25' in the name) (ED: note the headlights, "2" & "5"), Makkina isn't in the position to be creating its own EV platform, so why not make use of a very good - and carbon, don't forget - existing one? It means a light, compact sports car, one with a low centre of gravity and something close to 50:50 weight distribution. Makkina reckons that the little BMW city car is the 'perfect foundation to develop the next chapter in British sports car history.'

Driving diabetes research

More than 1.5 million Australians live with diabetes. Diabetes Australia is the national organisation delivering services to help people with diabetes live well. We are also funding vital research to prevent, treat and, ultimately, find a cure for diabetes.

As part of the Centenary of Triumph, Diabetes Australia will sponsor a perpetual trophy for **Most Outstanding Drive of the Day** at the Triumph Sports Owners Association ALL TRIUMPH CHALLENGE, Winton Motor Raceway, 20 August 2023.



You too can contribute to vital research by donating at diabetesaustralia.com.au





Which all sounds pretty encouraging, though it seems unlikely that the TR25 will make it any further than the concept stage for the moment. Maybe Makkina (and BMW) will see how the MG Cyberster is received before going any further. Director of Makkina, Michael Ani, said: "Triumph is an incredibly significant name in

the motoring industry, and we knew we carried a strong responsibility for reawakening through the TR25...

"We're proud of the way we have revitalised the Triumph [Motor Company] name and thank our friends BMW Group for allowing us the honour to badge a car that not only

celebrates our company's [Makkina's] 25th anniversary but also 70 years of the 'Jabbeke' TR2 record run and 100 years of this iconic marque [Triumph Motor Company]." The campaign for limited production starts here...

Article from Piston Heads by Matt Bird



ROB ROY

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SPEED HILLCLIMB 2023 EVENTS



MARCH 18-19

Rob Roy Revival

Promoted by the MG Car Club Vic
Celebrating a golden era of motorsport

APRIL 16

Interclub Challenge Round 1

Promoted by the MG Car Club Vic
To encourage friendly rivalry between local sporting clubs

MAY 7

VHRR Historic Rob Roy

Promoted by the Victorian Historic Racing Register
Incorporating Round 1 of the Triple Cup Challenge

JUNE 25

Interclub Challenge Round 2

To encourage friendly rivalry between local sporting clubs

JULY 9

Victorian Hillclimb Championship Round 1

Promoted by the MG Car Club Vic
Please refer to robroyhillclimb.com.au for alterations

AUGUST 13

Vintage Rob Roy

Promoted by the Vintage Sports Car Club Vic

OCTOBER 1

Interclub Challenge Round 3

To encourage friendly rivalry between local sporting clubs

November 19

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ENQUIRIES -

COMPETITION - JOHN KELSO 0417 398 606

EVENT - WAYNE RUSHTON 0412 339 934



May 2023 Winton Historic's report

At the Winton Historic's in May the organising club, The Austin 7 Club, each year always celebrates significant manufacturers milestones and this year as part of the 100 years anniversary of Triumph cars we were invited to display some cars in the indoor display Corporate Centre venue at Winton over the entire weekend.

We put together a 4 car display that include Ian Cowie's Jaguar Rover Australia TR7/V8 that Michael Kip looked after including delivery to & from Winton, Ian Watts 2500Pi Group Nc very well credentialed race sedan, Brian Watson's GT6, a relatively new acquisition and my GTR4 Dove. Thanks to Ian Cowie, Ian Watt, Brian Watson & Michael Kip for their efforts in taking the cars up for the weekend. The Triumph display also featured a TR6 and STAG. We also had Stephen Browne's TR2 as part of the display but as he needed to use his car each evening his TR2 was shown in the outside display area over the weekend along with a TR4 & 4A on Sunday.

This group being part of the larger display that featured Austin 7's, 3 wheel Morgan's & other assorted Marques had a constant stream of spectators especially on the very wet Sunday with rain beginning overnight Saturday and didn't stop all Sunday. The wet weather made for some



interesting track action with only a few minor off road excursions and one or two motorbike spills that from our viewing point did not appear serious.

We were also given tickets for the general club display in the car park and although there was around 20 assorted Triumph cars on Saturday the numbers were well down on Sunday due to the rain.

Our display also featured a new club member, a yet unnamed mannequin dressed in pair of Ian Cowie's overalls and we were kept busy all weekend talking about our cars to those who passed through the Corporate Centre.

Our support for Triumphs on the track was not so involved as both Gordon Bunyan Spitfire & Paul Hogan GT6 unfortunately didn't make it past the Friday qualifying session with

Paul out early with clutch issue and Gordon suffering a broken nearside rear axle during his last practise run late Friday afternoon. Fortunately Gordon was not in traffic at the time & was able to stop safely and only the car and his wallet suffering damage and the weekend a lost cause. We were however able to support David Orchard in his TR2 who ran all weekend.

As with all weekends away there was social side and although a small group by ATC & 12 hour standards at Winton we still managed to have a enjoyable group dinner on the Friday night and a BBQ on Saturday night where the main topic was the education of one of our group about the qualities of red wine above his normal \$3.99 price point.

Keith Atherton



A lovely Winter's drive

It was a glorious day. The sun was out but it was still cold in Victoria. This did not dampen the enthusiasm of our club members to attend the drive to the Tooboovac Hotel for lunch!

We had 30 people with 16 cars, 9 of which were Triumphs. The convoy was like a snake as the cars swerved around the abundant potholes on these roads! This did not diminish the drive but kept you on your toes!

We met at the Calder Park Service Centre, outbound, where you can fuel up with petrol and coffee.

We set off up the freeway to go via

the Diggers Rest turn off to head to Bulla with its steep descent and then back up the hill to turn onto Wildwood Road. You drive down into the gorge and back up again with lovely scenery and curvaceous roads. We go through Clarkefield and then onto the road to Romsey. Morning tea was at the "Lions Park". You could self cater or try the local shops for a coffee. Barry & Ursula met us here as their Jaguar XJS had a starting gremlin so it delayed them. Stu and his dog Buzz, after morning tea returned home. After a good chat and refreshments we headed north through Lancefield and past the large rocks and boulders around Emu Flat into Tooboovac to the hotel. We

occupied two tables and had a great time chatting and eating. The sun was still shining and it was a pleasant drive home.

Thanks to Keith Atherton, Don & Liz for organising the event! The pub was food was good. It was a great drive going along roads we have travelled before but that deserve being driven on again.

George Stephen





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The TR-iffic line out outside the Tooborac Hotel.
Great reflections from Ron's wheels!



Larry Mundell's TR7PRO



Barrie & Rose O'Shea's TR4A



Wedges in Romsey



Autoclassico Car Show Maling Road May 21st.



For the first time and through the hard work of David Kelly we as a club were invited to enter 4 cars in this Maling Road Autoclassico Show on Sunday 21st May as part of our year long 100years of Triumph anniversary celebrations.

This event is by invitation only and around 400 cars were on display from early Sunday through to around 4.00pm with Maling Road & access streets are blocked off for the day and due to the access car clubs are given strict entry times based on where in Maling Road the clubs are allocated. We had a 7.45am entry time and it was a cold & very wet morning that greeted us as we filed in behind the Mustangs as second group in.

Our 4 cars included Rob Splatt's multi concours winning TR5, Ross McKinnon's TR3A David Kelly's well known TR7/V8 that has been part of many of our successful 6Hr Regularity teams and my GTR4 Dove. Our group was joined by a TR2 through the organisers on behalf of one of their group. To help celebrate a new club banner was made and we had the ideal spot behind the cars to display it.

Fortunately the weather did finally clear and the crowds certainly attended and it was gratifying to see many familiar faces of past and present club members who wandered by for a chat.

There were awards presented by the organisers based on various classes and Rob's TR5 was awarded Best European Car of the Show a great honour given the quality of cars on display.

We have been promised entry next year and we will certainly attend given how highly sought over places are at The Autoclassico.

Keith Atherton.



What a terrific display of cars! This is one event, which I feel, is a must to attend.

There is a wide range of cars, from Alfa Romeo's, Austin Healeys, a Bentley, Bolwells, Clubmans, Citroens, Cobras, Ferraris, Fiats, Fords, a Delage, GT40s, a Hyper X Racer, Holdens, Jaguars, a Jensen, Karman Ghias, Lotuses, Mercedes, Minis, a Maserati, a Morgan, a Nissan 240Z, Porsches, Renaults, Rolls Royces, VWs and of course our Triumphs. With the exception of a white Dove the other TRs were red.

It was also great to see in the flesh the new Lotus Emira, a car which an ex-club member Stephen Marshall has been working on when working for Lotus. The old Bentley was in magnificent condition!

Maling Road has a terrific selection of shops with quite a few eateries catering for most tastes. There was entertainment for the young with a few super heroes walking around and a Scalectix track you could have a go on.

It was great to catch up with club members, a few ex-members and friends in other clubs. Can't wait for next year!

George Stephen





Batemans Bay To Race Track

The sun had begun to set on Thomas's bush block, so we had little time to load the car onto the trailer before complete darkness would set in.

It was a long journey from Melbourne to Batemans Bay along the tight and winding roads of the Princes Highway coastline, and would be an even longer journey back with a trailer on tow. But I had made up my mind that this was going to be the TR7 that would finally return me to the race track. An incredible Inca Yellow, Chris Swingler built car, with a Sprint engine and all the go-fast parts that you could hope for in a competitive race car.

But the sun went down much quicker than we are familiar with down south, so with a bit of torch light and lots of tactile creativity, we managed to secure the last of the tiedowns under darkness.

The plan was to set off the next morning at first light, but I was now so keen to get this baby to its new home in Melbourne that an overnight drive seemed more achievable than it did a moment ago.

And achievable it was. With a quick petrol stop in

Narooma, and following a few hours sleep at a roadside stop in Cann River, the sun finally started to peer through the forest branches as I approached the outskirts of Lakes Entrance. The previous pitch black that had so far accompanied me in my rear-view mirror, was now filled with the yellow bonnet of a menacingly beautiful TR7.

The five intense hours of slowly navigating a loaded trailer through dark and narrow winding roads was now behind me, and it felt almost rejuvenating to finally meet the daylight on the open highways. The tedious but uneventful remainder of the journey was a welcome relief, and the subject of my new affection was finally home.

But the end of one journey was the beginning of the next. It seemed the car wasn't content to just belong to me. It now appeared almost intent on connecting with me in a more profound way. For starters, the physique of the previous owner was so completely different to mine, that a transformation was necessary. The seat was replaced with a larger and lower seat, the starter button was relocated from the space where my right knee would be, to the centre console.



But I realized more awaited for me when I finally tried to drive the car at speed. Before I could consider placing it on a race track, there were a few mechanical issues I had to deal with.

And this is where I understood the true meaning of being part a great club like the TSOA.

Michael Kipp was the first to show his enthusiasm and generosity of time, by driving the distance multiple times with equipment, tools and a wealth of experience at the ready to help wherever he could.

Chris Swingler, having discovered that one of his cars had resurfaced, was as enthusiastic as anyone could be to help put it back on the race track again.

Michael concluded, with a leakdown test, that the motor was in generally good condition.

Weber carbies and distributor were another matter. Chris Swingler identified that they were jetted incorrectly and chokes too small. A quick trip to Weber Performance, and a new set of jets and chokes installed.

An improvement, but still a handful to try and balance. So another quick trip to Weber Performance and back again with a carburettor rebuild kit. Have you ever seen a Weber DCOE carby stripped down to its individual components?



It's a daunting sight!

Finally carbies back on the engine, but now we have a very elusive misfire.

So out came all ignition components, including distributor, electronic ignition, leads and spark plugs, and off to Performance Ignition Services for a complete health check.

Two weeks later, and a report that one of the spark plugs was faulty and an incorrect TR7 optic sensor rotor was used in the distributor, rather than the correct Sprint sensor, putting it 32deg out of phase.

This now fixed, surely the engine would run smoothly!

Well, readers, this is where I will be keeping you in suspense... but not complete suspense. Yes, the carburettors and distributor are now back in, and the car starts and runs ok, but timing and carburettor balancing will not happen until this coming weekend, but I am very optimistic.

It is satisfying to say though, that this car has taken me through a few unexpected journeys in a very short time, but in the process, has now become a car that I feel truly connected to.

And the new and rekindled friendships that I have made along the way have been priceless.

Article and photos by
Chris Liokos



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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: 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 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.

Club Permit Scheme Information



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.

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:
Ian Cowie Club Permit Scheme
Co-ordinator mobile: 0409 694 409

Valé

Mark Rae 31.08.1948 – 18.06.2023

Dear MSCA Members

Our valued friend Mark Rae passed away early this morning after a gutsy fight with cancer. Mark first became involved with the MSCA in the early 2000s. I remember Mark and Lachlan, his son, coming to events and our friendship was formed when he became Competition Secretary. Mark was the Fiat delegate until 2021 and actively gave back to our sport. Over the years, Mark was Secretary, Treasurer and most recently Competition Secretary until last year, when he handed over the reigns to me. Mark was instrumental redefining the MSCA. He systematised the running of events, brought innovative ideas and questioned the status quo.

He was integral in establishing our Come and Try Day and was always focused on enhancing the MSCA.

I will miss his wittiness and sharp mind, and his unwavering support. Most of all, I will miss him.

Mark has left an enduring legacy. We have been privileged to share this chapter of the MSCA with him and even more blessed to call him a friend.

The MSCA will honour Mark at Sandown in October, where we will host the Mark Rae Club Challenge and arrange a lap of honour.

Take care Petrina

Fuel Caps



The TR7 and TR8 departed from the external spring loaded chromed fuel filler as found on all other TRs and Spitfires.

Yes it is on the rear deck but it is recessed and the cap is flat with the deck. The first TR7 of 1976 had a large cap while later models had the similar but smaller style.

Have you ever wondered what happens to the water when it rains? Quite simply it usually drains away.

So, where to? Open the boot lid and note the black panel under the filler. The water should drain away onto the road behind the panel. This panel is usually well sealed with four screws and a rubber gasket.

Behind the panel is the main filler hose and some rubber tubing connected

to a translucent plastic container of about 150ml. This vapour separator is part of the antipollution system collecting fuel vapour.

The original non-locking cap had a foam seal that was a snug fit with the black plastic surround. This was not a waterproof solution and with the harsh Oz sunshine the foam gradually failed and decomposed. Also an aftermarket locking cap did not have a foam seal and usually left a large gap of up to 5mm. Thus water, leaves and other debris entered the area.

When you remove the cap you should be able to see a slight gap between the actual fuel filler pipe and the plastic surround with its three screws. Note the V notch at the front, this is where the water should flow down and away. In some cases this is filled with leaf debris and can become

blocked allowing the water to fill up the volume and possibly rise to the level of the filler cap seal. If the rubber seal has decomposed or is defective, then there is the risk of water entering the fuel tank.

Before removing the three screws holding the black plastic surround put some tape over the exposed filler hole to avoid debris and a screws falling into the tank. Lift out the surround, remove the debris and check that there is a exit route for the water.

You can make a new seal to fit the surround with some suitable UV resistant sponge plastic / rubber about 3mm thick and 96mm diameter. Remove the pin holding the spring in the cap to dismantle and fit the seal.

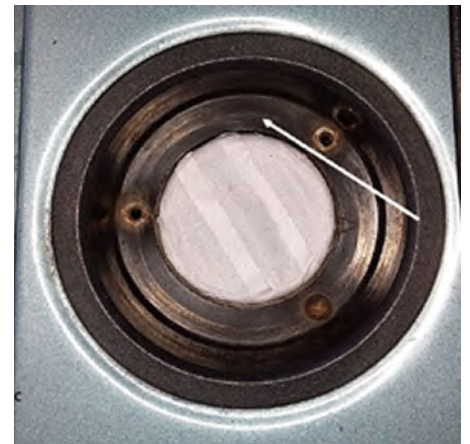
Philip Johnstone



A. Original filler cap DHC



B. Aftermarket locking cap



C. V Slot at exit arrowed

1975 6 Hour: George Mangan GT6 NSW



1975 6 Hour: Geoff Bill TR3A



Croydon Car Show at Celebrating Superheros

The Croydon Car Show is on Saturday 2nd September where the club has been asked to help out with Marshalls.

FREE ENTRY

croydon mainstreet

CELEBRATING SUPERHEROES

Pre-Father's Day Event

**Saturday 2nd of September
10am - 2pm
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Stag Fastback

1971 Triumph Stag Fastback Prototype
Registration no. PAE 755 (original factory Reg. no. WHP 852J) Chassis no. X 815

The above car was auctioned at the Goodwood Member's Meeting in April this year with a price range of £50,000 - £80,000. Here is the description and history of the car.

- Unique fastback prototype
- One of only three Fastback Stag prototypes built (only this one is known to survive)
- Single family ownership since 1985
- Professionally restored 1985-1987 and 2016
- Fewer than 48,000 miles from new

In 1968 Triumph asked the famous Italian stylist Giovanni Michelotti to make a fastback version of the Stag using his original prototype ('6105 KV'), which had so impressed Director of Engineering Harry Webster back in January 1966. Although the project showed promise, the styling was not what Triumph were looking for and Michelotti was asked to submit a series of designs for future consideration.

In early 1969 a prototype Stag bodyshell was sent to Turin for the chosen design to be made in metal. This was returned to the Canley factory and built up as a running prototype for engineering assessment. Initially, two prototypes were to be built by the Engineering Department, the first being started in April 1970 (X790) with the second, X798 (which was built from the body of X790) following close behind. In September 1970 the fastback project was shelved by parent company British Leyland, Jaguar's proposals for what would turn out to be the XJ-S being preferred by the Board. Nevertheless, the Engineering Department at Canley decided not to scrap

the most advanced prototype they were constructing ('X 815') and built it up into a running car as and when time allowed.

The only remaining fast back prototype, 'X 815' was completed in March 1971 and registered for road use soon after. The car was then transferred out of the Engineering Department for use by one of BL's directors, subsequently disappearing from view before being located by Mr Alan Hart in 1985. The Triumph was then restored to concours condition over the next two years: the body, chassis and interior being entrusted to Alan Wickes of Southam, and the engine rebuild to Geoff Poyner of Evesham. On completion the Stag was displayed at the 1989 NEC classic car show. Alan Wickes' illustrated account of the restoration may be found on the Stag Owners Club's web site. The car was even displayed on the Cartier Style et Luxe Concours at the Goodwood Festival of Speed in June 2000 (invitation letter on file), as well as in the Earls Court Motor Show Exhibition at the Goodwood Revival in 2014.

Further restoration was carried out by Stag specialists E J Ward of Leicester (all bills available), since when the car has been kept and maintained by the owner, another member of the Hart family. Numerous local and national concours events have been attended and awards won over the years, including the prestigious Bugatti Owners Club Concours at Prescott UK, yet the total mileage from new is only recorded as circa 47,700. Described by the vendor as in excellent condition throughout, this historic Triumph Stag prototype comes complete with tools, jack, owner's manual, workshop manual, tax discs, V5C, past/ current MoT and an extensive history file. 🍷



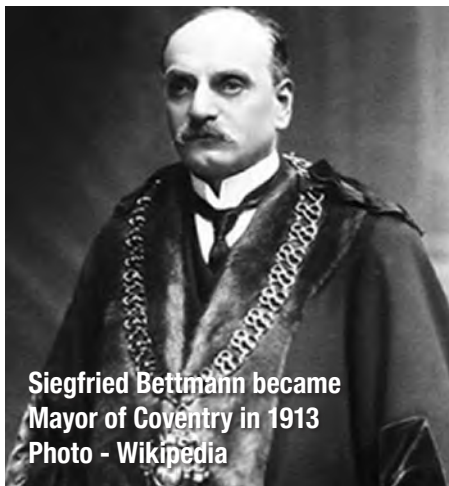
The History of Triumph (Part One)



Triumph – The Early Days

Every TR driver has been asked about the link to Triumph motorbikes. I knew they were both one company way back, but didn't know the whole story. I decided to find out.

In 1885 Siegfried Bettmann of Nuremberg in Germany moved to Coventry in the UK. He was proficient in several languages and found work as a translator for a publisher of foreign language directories and later a sewing machine company.



Bicycles

In 1886 he moved to London and formed S. Bettmann & Co. He started importing bicycles from Europe to sell in England. Bettmann decided he needed a catchier name than "Bettman Bicycles" so called his company "The Triumph Cycle Company".

A year later he was joined by another German named Johann Moritz (Maurice) Schulte and they formed a partnership. The name changed to "New Triumph Co. Ltd" and they raised funds from the Dunlop Pneumatic Tyre Co. as well as family members to become manufacturers rather than importers. Their base moved to Coventry.

Motorcycles

By 1889 there were producing Triumph bicycles and opened a subsidiary called Orion in Germany.

The business grew and it was a logical step to add a motor. In 1902 they produced their first motorcycle using a 2.25 bhp Minerva engine. As sales increased, they produced their own motor.

When World War I broke out the army was looking for motorbikes for their expeditionary forces. On one occasion, the army rang on Saturday and wanted 100 bikes urgently, for troops leaving the following week. The factory worked around the clock and delivered 100 to the train station on Sunday night.

The Triumph 550cc Model H became the biggest-selling bike in England. Triumph was the biggest producer of motorbikes in the UK by 1918. The 550 C is about as close as you can get to a powered bicycle.

Cars

The 1920s rolled around and Triumph moved to cars. Claude Holbrook (1886–1979) who was GM at the time, had joined the company in 1919. He convinced the owners to buy the Clay Lane premises of the Dawson Car Company. Triumph produced the Triumph 10/20 which meant it developed 20 bhp but using the calculation for tax purposes it was 10 bhp.

The new car was designed by Lea-Francis and powered by a 1.4-litre engine. Lea-Francis received royalties every time a car was sold. The 10/20 had moderate success but was not a major competitor in the market.

In 1927 the company produced the Triumph Super 7 which sold well for seven years. It came in a four-seater

sedan as well as a two-seater sports version. There was even a boat tail racing version.

In 1930 another name change for the Triumph Motor Co. They had come to realize they could not compete with the bigger manufacturers in the mass market area and decided to target the up-market segment. Triumph produced the Gloria and Southern Cross ranges. The engines were produced by Triumph but designed by Coventry Climax. At this time, they had a young engineer called Donald Healey. He became Experimental Manager in 1934 and by 1937 designed the engine for these cars.

Triumph Dolomite 8

Healey purchased an Alfa Romeo 8C 2300 and was inspired to make a straight-8 engine for a new car called the Triumph Dolomite. Only three were produced in 1934. One was raced and destroyed in an accident. Donald Healey was driving in the Monte Carlo Rally when the car was hit by a train at a railway crossing in Denmark.

The car was a straight-8, twin overhead cam engine with 1,990cc capacity with a Roots-type



Triumph Super 7 1932

Photo: <https://www.flickr.com/photos/fairways4/41828809880>



1932 Triumph Southern Cross Tourer

Photo: <https://www.classicandsportscar.ltd.uk>



Triumph Dolomite 8

Photo: <https://richardlangworth.com>



Triumph Dolomite 8
Photo: <https://richardlangworth.com> (and below)



1935 Triumph Gloria
Photo <https://commons.wikimedia.org>



Supercharger producing 140 bhp. The top speed was 110 mph. Brakes were 16 in Lockheed drums, a beam front axle and half elliptical springs all around. Many believe this was the best car Triumph ever built. Two of the cars have survived and have been restored.

Financial Issues

By 1936 the rapid growth had caught up with Siegfried Bettmann and the company was in financial distress. To get out of trouble, the bicycle and motorbike business was sold to Jack Sangster who had a company Aerial Motorcycles. The combined company became Triumph Engineering Co Ltd.

Dolomite Sports Saloons and Coupés

From 1935 to 1940 the Dolomite road car was produced. This was a pale copy of the straight-8. The Dolomite was powered by a 1,767 cc four-cylinder engine and had a saloon



1935 Triumph Gloria Southern Cross
Photo <https://en.wikimedia.org>

body. It was sold as a luxury saloon. No GPS but it did have wind-up windows, a leather-bound steering wheel, dual hydraulic brakes, three ashtrays and an aluminium body over

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





1938 Triumph Dolomite Sedan Interior
Photo: <https://duttongarage.com>



1936 Triumph Southern Cross Grille Emblem
Photo: Robert Kinser

a timber ash frame. If you could afford an extra 18 guineas, you could have a radio.

The car was initially 14/60. A later model in 1938 with a higher compression ratio was 14/65.

In 1939 a slightly longer version was released. It was powered by a 1,991 cc (121.5 cu in) engine fed by triple SUs. The Dolomite had a top speed of 81 mph and 0-50 mph in 15 seconds. The Dolomites came in both sedan and open-top versions.

The End - 1939

A combination of events spelled the end for Triumph. World War II had arrived and the market for luxury cars went away. It had been difficult surviving through the Depression but now it became impossible. The ability to build aluminium bodies with war commencing was also another factor. In 1939 the company went into receivership. The factory and machinery were put up for sale. A scrap metal company bought what remained, and Dennis Healey was put in charge as GM. It is not clear if any further production occurred but some cars were assembled and sold.

Worse was to come. The Germans saw an aluminium fabrication factory



1938 Triumph Dolomite Roadster
Photo: Brightwells Classic Cars



1938 Triumph Dolomite Sedan
Photo: <https://duttongarage.com>

as a prime target and bombed the Coventry plant in 1940 completely destroying what was left of the company. All that remained was the trade name.

Triumph motorbikes were in a far stronger position during the war. Bikes

were used by the army and by 1942 they had built a new factory and were flourishing. Triumph cars however had gone into limbo waiting for the war to end before they would be resurrected.

Neville Turbitt - TR Register Australia



1937 Triumph Dolomite Roadster
Photo: Amazing Classic Cars

1975 6 Hour Race



Ray Gymer - TR5



Rod McKinna - TR5



Quinton Sykes - TR4



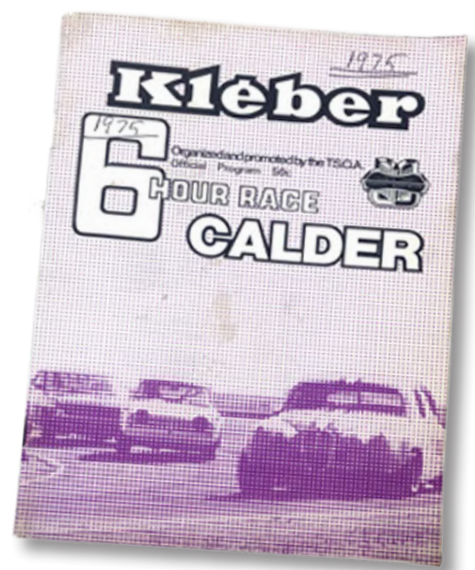
Rod Wallbridge - TR3A



Jim Gallagher - Spitfire



Peter Cately - TR6 and Rod Wallbridge TR3A



Photos from the 1975 6-Hour. Many thanks for Jim Gallagher for helping identifying the cars and drivers.





TSOA Nationals 2023

Saturday 21 October to Saturday 28 October
Warrnambool Victoria

Due to cancellations we currently have some vacancies. If you are interested in attending, register via the web site or contact Trevor Norris on 0417 552 896 or email trevtr8@gmail.com

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

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

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

New Distracted Drivers Road Rules

Drivers with full licences

Drivers who hold a full licence in general cannot touch an unmounted portable device, such as a phone, tablet, laptop or any other device while driving.

Specifically, for all device types (portable, mounted, wearable and inbuilt) you must not, while driving:

- enter text, numbers or symbols
- scroll (such as on websites, social media, playlists)
- play videos or games or take video calls
- display text messages, social media, emails, or photos
- rest a device on any part of the body, or pass a device to a passenger.

Rules for portable devices such as unmounted or loose mobile phones, tablets, laptops, media players and game-consoles

When driving (except when parked), you must not:

- Touch a portable device, even if it is turned off
- Allow a portable device to be in your lap or on any part of your body or clothes (unless it is in a pocket, or in a pouch attached to your belt or other part of your body)
- Look at the display of a device being operated by another person in the vehicle
- Pass a portable device to a passenger
- If a passenger, pass a portable device to a driver

You can:

- Connect to your vehicle's Bluetooth and place the device out of sight and reach before you start driving.
- Use a mobile phone or other device to pay at a drive-through.

Rules for mounted devices (mobile phones and tablets) and inbuilt navigation and entertainment systems

For mobile phones and tablets, the mounting must be commercially designed and manufactured for that purpose, and the device must be secured in the mounting.

As a general rule, drivers can use their mounted or inbuilt systems for functions such as music and navigation, provided they are not entering text, scrolling or viewing images or video. However, drivers can use voice controls for music and navigation.

When driving (except when parked), you must not:

- Enter information, text, numbers or symbols
- Scroll on the device (such as scrolling through texts messages, social media, music etc.)
- Use the device for:
 - Reading or writing text messages, emails, message threads or viewing websites
 - Watching movies, TV, video games or other moving images
 - Viewing social media and photos
 - Video calls.
- If a passenger, you must not use the device if it is likely to distract the driver.

You can however, touch the device briefly to:

- initiate, accept or reject an audio call
- play or stream audio material

- adjust volume levels
- use a function on the device designed to assist you to operate the vehicle
- use a navigation function
- use a function on the device designed to monitor a driver's behaviour or condition, or
- carry out a professional driving task

Rules for wearable devices such as smart watches, smart glasses and wearable heads-up displays

When driving (except when parked) you must not:

- touch the device (other than by incidental contact caused by wearing the device)
- use the device, for example, for any of the following:
 - Reading or writing text such as messages and emails
 - Viewing social media and photos
 - Engaging in video calls
 - Using a navigation function on the device
- use a function on the device designed to monitor a driver's behaviour or condition
- carry out a professional driving task.

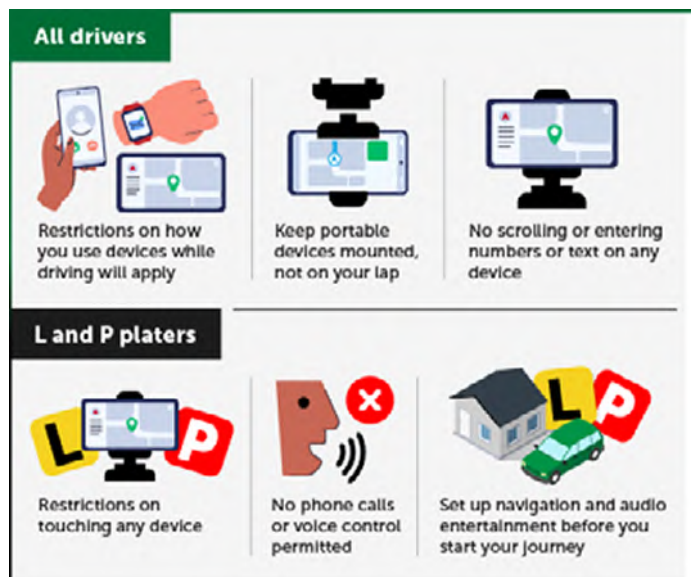
However, you can do the following but only if using voice controls:

- initiate, accept or reject an audio call on the device
- play or stream audio material on the device
- adjust volume levels.

In addition to the rules, mobile phone and seatbelt detection cameras will be operational on Victorian roads shortly. These cameras detect and take photos of drivers who use portable devices, like mobile phones. The cameras can also pick up people in not wearing their seatbelts.

More information regards motorcycle, bicycles, electric bicycles and e-scooters can be found:

vic.gov.au/drivingdistractions



Who owns this car?

2500 PI

I saw an article about Ian Watt's 2500PI and got me thinking about car I purchased from Hobart about 5 years ago. A Mk2 2500PI BRG. The previous owner said it came from either Victoria or NSW and was restored about 1999. It is now in SA, and I am member of Stag club of SA and owned many

moons ago a 1973 TC. So when the PI came up I jumped at chance and was lucky enough to purchase it. The car has had quite a lot of mods, vented front discs, strut brace, drive shaft mods and many others. I was just wondering if any members knew of the car or had known owners before me. If anyone does know about its past I would be greatfull for some



info. I have sent pic of car so may help memory if seen before, cheers.

Peter Cox.
gunnawunday13@gmail.com

TRivia

TR6 motorbikes, what? Really?

Have you every Googled or searched eBay for Triumph parts and come up with car parts mingled annoyingly with motorbike parts?

Well it turns out that Triumph bikes, which was separated from the cars many decades earlier (1939), also used TR5, TR6, TR7 for their model names.

I just remember the Triumph Tiger, Daytona and Bonneville, but researching Triumph bike names gets complicated very quickly as the had so many variations.

But can't we claim they pinched our model names from the sports cars?

Well, no actually.

So here is a short list of that history.

The TR5 bike was made 1949-56 roughly beating the TR5 roadcar by 18 years.

TR6 /TR65 bike was made from 1956 with various models stretching to 1983, so again beats us by 12 years. Some of these were 650cc.

And finally the TR7, or TR7V Tiger. The bike: 1973 to 1978 at least. (750cc so there is some logic to it)

The Car: 1975-1981, and so the bike squeaks in ahead again.



1958 Triumph TR5 Trophy Photo: Studio 434

A particularly frustrating overlap with the TR7 cars.

So if you are looking for something like, a Throttle Cable, that might be about the same length on both and look similar, beware before you click 'Buy'.

I guess the Bike owners have the same difficulty as we do and can claim prior use of these names.

Stu Smith



1975 6 Hour: Triumph spectators



1975 6 Hour: Nigel Clayton

FOR SALE

Wheels

4 off quality English Wolfrace wheels 6Jx13" that fit TR7-8's

Fitted with Yokohama A008. 205-60R13 tyres. 50% worn.

Excellent condition

\$400

Janis Putnin
0419875101





FOR SALE

- Spitfire Tow Bar suits MkIV & 1500
- SEE Page 36



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"

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.

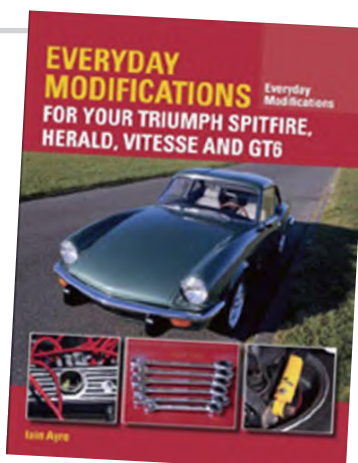
TSOA Club Librarian
 Larry Mundell
 11 Melville Drive, Greensborough 3088
 Mob: 0424 122 569 Email: larrybultaco@hotmail.com

New Book this Month

Everyday Modifications for Triumph Spitfire & GT6. by Iain Ayre. A great reference to upgrade your car to fast road spec and keep up with modern traffic.

"TSOA 60 Year History" only 1 copy remain for sale - Buy your copy now, or borrow a copy from the Library.

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



BUY, SWAP, SELL AND WANTED

FOR SALE

- TR 2 Bonnet badge \$70
- TR 3 Bonnet Badge (2 available) \$70
- TR 2 workshop manual \$60
- TR 2 model car produced as a Rally car (Made in Japan) \$40
- TR 3 bonnet badge \$60
- TR 3 model car Dinky (no box) \$40
- TR 2 model LeMans Style with the box \$70
- Brand new key fobs for TR 7, Stag, Dolomite & Triumph World design for old TR's? \$20ea
- Spitfire Tow Bar suits MkIV & 1500 \$150

Philip Horner
erika.philip@optusnet.com.au
0412 433 558



Spitfire tow bar
see pic on page 35



FOR SALE

TR6 Parts



2nd Hand TR6 brake booster. \$50

4 x GAZ Gold adjustable shocks. Both F&R

Limited use \$375



Graeme Haymes
gnhaymes@optusnet.com.au
0407 365 959

FOR SALE

Garage clearance!
Triumph Spitfire Mk4 parts

Original 1300 radiator & electric fan

Looking for offers.

Crane Fireball XR3000 optical ignition kit – \$90

Robert Casson
traceyandbob@optusnet.com.au
0400 570 050

FREE TO GOOD HOME!

6 Cylinder heads (used):

- 3 off stamped 516816
Mk1 Pi & Mk2Pi Sedans to MG50000
2000 Low compression 7:1
TR6 to CR2845
- 1 only stamped 218225
Mk22000 sedan from ME50001 to
ME86355-86508
Mk2 GT6

- 1 only stamped 516323
TR250

Crankshafts (used):

- 2 off W2152 (sedans)

MGB head (used) 1 only (18casting)

Initial enquiries by email only. Items will be available for pick up in September.

Brian Watson
wattob@bigpond.com

FOR SALE

TRIUMPH TR7 Parts for disposal following restorations. Everything must go so no reasonable offers refused. Make us an offer. Many items free.

Engine parts: radiators, standard and air conditioning types, \$100, radiator hose lower V8 \$10, Sump V8 \$100, Heater unit A/C and std free, Starter motor reco \$100,
12V electrical fans \$10.

Transmission: Crown wheel and pinion Std ratio 3.9 \$20.

Gearbox 5 speed reco and bell housing V8 (\$500).

Suspension: Gaz adjustable shock absorbers

TR7 rear brand new \$300 pr, Sway bar front second bar bolt on for competition, free. Trailing arms rear, free. Springs, std free. Assorted new suspension bushes.

Internal; Steering wheel std \$60. Instrument cluster \$50. Centre console switches free. Bonnet release cables new \$10 ea. Speedo cable \$5

External: Lower windscreen base finisher, WKC339 newly painted (maroon) \$100. Original bumper bar end corner LH original \$20. Bumper bar cover bolts, free). Door trims, free.

Miscellaneous: Fuel sender unit \$10, Assorted brackets, bolts, cables, free.

Collection in Melbourne can be arranged.
Please call David 0439872723
dpkelly37@ozemail.com.au

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

Keith Ondarchie
keith@solar4you.com.au
0411557720

FOR SALE

One brand new Single Post Storage Hoist

- Genuine Australian manufacture
- Compact and robust design
- Maximum clear lift height 1800mm
- Minimum intrusion into garage space
- Chain-over-hydraulic, 1.5 tonne
- 240V power supply
- Mechanical safety locking
- \$8400 delivered, Melbourne Metro

Bob Reid 0418 336 886 or
rr@porte-velo.com.au



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:

Ian Cowie
Phone: 0409 694 409



The complete range of Michelin Classic Tyres now available. Fresh stock at competitive prices.



STUCKEY TYRE SERVICE

828 Sydney Road Brunswick Victoria 3056

Phone (03) 9386 5331

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Sunday Drives

Ron Richardson kindly volunteered to organise drives for morning coffee/brekkie on the 2nd Sunday of each month heading out west.

This is a TCCV event which has kindly invited TSOA members. The first one was on the 11 June. 26 people, 9 Triumphs attended for a successful event. We went to Baringo Food & Wine Co in New Gisborne at 10am. Some of us met at the Toolern Vale roundabout at 9.30am. Here are a few pics from that day.

The second Coffee/Brekkie (or Brunch) in the West which was run on the July 2nd saw 22 participants. The destination was "Gordon at Gordon" in Gordon. Great venue, plenty of parking space and NO traffic. They had the "long room" all to themselves.

If you are not of Facebook would like to know where we are going, send an email to traction@tsoavic.au
Many thanks to Ron for organising! **George Stephen**





CANPRO FEATURES

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- Cam Down Filling Valves
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- Siemens PLC & HMI
- Undercover Gassing
- Bubble Breaker
- German Made Chucks & Rollers
- Stainless Steel Base Frame
- Auto Lube System
- Speeds from 6,000 to 72,000 CPH

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