



Traction

**FEB/MAR
2025**

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc Australia Print Post Publication No. 100004942. Price \$6.00



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50 Years
of the **TR7**



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TRIUMPH

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TR7



“To encourage competition in and preservation, ownership and operation of Triumph Sports Cars”

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



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

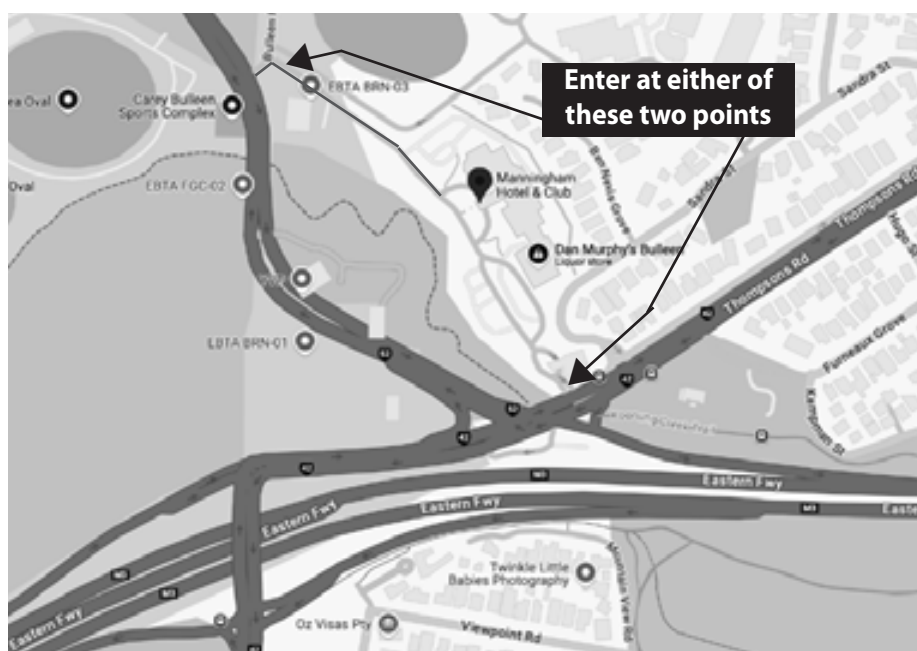
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45 Years	Royal/Silver
50 Years	Orange/Silver



TSOA MEETINGS

TSOA hold their monthly meetings on the second Tuesday of each month at 7:30pm (except in January) at the Manningham Hotel, 1 Thompsons Road Bulleen. (Corner Bulleen Road) Melways Reference Map 32 D10. The Annual General Meeting is held at the conclusion of, the September General Meeting.

CONTRIBUTIONS

Traction will be published by-monthly for 5 issues. Feb–March; April–May; June–July; Aug–Sept; Oct, Nov–Dec. Contribution deadlines for these editions will be published via the TSOA email updates and published in the editor's report in TRaction.

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Cover Pics: Top & bottom right the Wedges at AOMC Brit & Euro, by George & Stu respectively. Wedges at Drive Your Triumph Day by George

TRaction Deadline Dates

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

EDITOR'S REPORT

Welcome to the first TRaction for 2025. We celebrate the 50 years of the TR7 in this issue. The British and European motoring show had a terrific turn out of TR7s, TR7-V8s and TR8s.

Danny Murphy, a new member, has provided a terrific article from RallySport Magazine on his TR7-V8 rally car.

We have a few pictorial reports on recent events.

David Kelly is our GTK (Get To Know) for this issue.

A few members have sent me their stories relating to their health issues. The Committee has decided not to publish them. I have two, one for Carpal Tunnel and one on eye sight relating to "floaties and swirling curtains" in one eye, so if you are interested in them let me know and I'll email them to you.

FYI: TRaction gets mailed to members, advertisers, the National and State Libraries. Magazines also get sent via email to the interstate, overseas TSOA & Triumph clubs. 18 recipients. In the ACT the magazine is printed and circulated to the club members who attend the general meetings. TCCV provides a link on the website. TSOA - SA and TSOAQ make it available via their Member's only section on their website.

Phil Johnstone has a another Spitty Tip.

Please help! If you are attending any TSOA event please write an article AND take a few photos! Send them to me via the Traction email:

Many thanks to all those that contribute!

traction@tsoavic.au

George Stephen Editor

DATE	EVENT LOCATION	DETAILS AND CONTACT
Tuesday 11th March General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Saturday 22nd March	MSCA Rd 3 @ Sandown International Raceway	Kippy  compsec@tsoavic.au
Sunday 23rd March	Porsche Club Regularity @ Sandown International Raceway	Kippy compsec@tsoavic.au
Friday 28 to Sunday 30 March	AOMC/RACV Florence Thomson Tour	More details on AOMC website
Tuesday 8th April General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Saturday 26th April	MSCA Rd 4 @ The Bend Motorsport Park	Kippy  compsec@tsoavic.au
Sunday 18th May	National Motoring Heritage Day	Kippy compsec@tsoavic.au
Tuesday 13th May General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Saturday 24th May	Historic Winton @ Winton Raceway	
Tuesday 10th June General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Sunday 29th June	MSCA Rd 5 @ Sandown International Raceway	Kippy  compsec@tsoavic.au



Our private Facebook page: <https://www.facebook.com/groups/201561347250587> (You have to join)

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



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2024 Annual Awards Night Held on February 11 2025

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

We hold our Annual Awards Night every year at the first General Meeting of the year which is the February GM. In the 1980's we used to hold it at

the December GM and then in the 1990's we held them at an Annual Dinner Dance where we went to the Bentleigh Club.



Keith Atherton accepting his Life Member Name Badge, presented by Ian Cowie



Geoff Atkinson accepting his 35year of Membership Badge, presented by Ian Cowie



Keith Pace accepting his 30 Years of Membership Badge, presented by Ian Cowie



Colin Norcott & Alister Ondarchie accept their 20year of Membership Badge, presented by Ian Cowie



Ray Kemp accepting his 15 Years of Membership Badge, presented by Ian Cowie



Keith Ondarchie accepting Asher Chipizubov's 10 Years of Membership Badge



Associate Class Winner - Phil Nicholson Presented by Michael Kip



Championship Trophy [Eddie Duckett Trophy] 3rd Brian Watson



Championship Trophy [Eddie Duckett Trophy] 2nd Michael Kip



Championship Trophy [Eddie Duckett Trophy] 1st Rob Casson



Bullet Trophy Perpetual Presented by David Kelly 2nd Brian Watson



Bullet Trophy Perpetual Presented by David Kelly 1st Michael Kip

2024 Annual Awards Night

February 14 2025

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



Regularity. Presented by Michael Kip
3rd Keith Pace



Regularity. Presented by Michael Kip
2nd Ursula Weidenmuller



Regularity. Presented by Michael Kip
1st Brian Watson



Best Ladies Club Member Award [Coral Coleman Trophy] presented by Lindsay Coleman to Keith Ondarchie on behalf of Winner - Alana Ondarchie



Presidents Award 2024 Presented by Ian Cowie, Joint Winners: Danny Holohan & Marcelo Froes



Bruce Shaw Clubman of 2024 Presented by Jan Shaw
Winner: Keith Atherton



Egg Award Winner (should be loser of the year) 2024 presented by Roger Jeary & Jim Cain, Winner: Peter Lane (see page XX)



Asher Chipizubov, is congratulated by MG Racing Captain, John Makeham for his 10 Years of Membership Badge



Best Ladies Club Member Award [Coral Coleman Trophy] presented by Rob Splatt
Winner - Alana Ondarchie



Asher Chipizubov, presented by Rob Splatt, his 10 Years of Membership Badge

Right:
Alana, Asher and Keith Ondarchie at the Trophy presentations of Round One of MG Invited British Sports Cars at Snadown



MEMBERSHIP SECRETARY'S REPORT

Please Note:

A reminder to you all when signing the attendance sheet **please print your name** so it is readable and please include your **member number**.

This will help me with recording your points that go towards the clubman championship. I thank you for co-operation in this.

The Award for Best New Member 2024

will be awarded at the March General Meeting.

Danny Holohan
Membership Secretary



Years of Membership Badges awarded for the year ending 2024

55 Years Membership Badge

Brian Taylor 1/01/1970

50 Years Membership Badge

Graeme White 1/01/1975

40 Years Membership Badge

Scott Rankin 18/11/1984

35 Years Membership Badge

Rob Boykett 24/01/1990

Geoff Atkinson 1/01/1990

30 Years Membership Badge

Robert Johnson 1/06/1995

Josephine Farrugia 31/01/1995

30 Years Membership Badge

Keith Pace 21/03/1995

Martin Ball 1/03/1995

Diane Putnins 25/04/1995

25 Years Membership Badge

Ross Steuart 16/01/2000

Glenys Byrne 22/03/2000

Graham Hambridge 9/06/2000

20 Years Membership Badge

Warwick Eaton 25/09/2004

Colin Norcott 20/02/2005

Alister Ondarchie 20/2/05

15 Years Membership Badge

Ray Kemp 13/12/2009

10 Years Membership Badge

Mark Fielding 14/08/2014

Caleb Fielding 14/08/2014

Patrick Wilkins 18/12/2014

Asher Chipizubov 30/04/2015

5 Years Membership Badge

Mark Hallet 6/01/2020

Stephen Brown 10/01/2020

Warren Williams 29/11/2018

New Members

Simon Eisner 1966 Spitfire **Dana Eisner** Partner **Zac Eisner** Junior

Members Clubman Points for 2024

NAME	TOTAL	NAME	TOTAL	NAME	TOTAL
Keith Atherton	44	Brian Watson	21	Rob Boykett	15
George Stephen	34	Cath Macdonald	21	Celia Jeary	14
Michael Kip	34	Ed Ferguson	21	Phil Nicholson	14
Phil Johnstone	33	David Kelly	20	Cameron Wright	13
Stu Smith	31	Keith Ondarchie	19	Jenny Webb	13
George Coulter	28	Alister Ondarchie	17	Darren Green	12
Roger Jeary	27	Colin Norcott	17	Jim Cain	12
Trevor Norris	27	Phil Webb	17	Josie Farrugia	12
Ursula Weidenmüller	27	Barry Pritchard	16	Lindsay Coleman	12
Larry Mundell	24	Geoff Atkinson	16	Paul Nicholls	12
Shirley St John Cox	24	Geoff St John Cox	16	Peter Green	12
Keith Pace	23	Ian Cowie	16	Peter Lane	12
Rob Splatt	23	Peter Falkner	16	Ron Farrugia	12
Danny Holohan	22	Janis Putnins	15	Ineke Kip	11

10 Points: Rob Casson

9 Points: Barrie OShea, Marcelo Froes

8 Points: Don O'Gorman, Gail Atherton, Garry Gibson, Jan Cook, Jean Coulter, Mark Hallet, Ray Cook, Robert Bernau, Don Robertson

7 Points: Brad Vermont, Fay Seeley, Judy Watson, Phillip Gibbs, Rose OShea, Simon Hardy

6 Points: Adam Wilby, Gail Nicholson, Gordon Bunyan, John Seeley, Julie Davidge, Lee Norris, Margaret Ferguson, Peter Davidge

5 Points: Allan Hooworth, Craig McNamara, David Duncan, Lindsay Byrne, Liz Haylock, Max Hayes, Stan Kollaris

4 Points: Bob Morrow, Doug Robertson, Graeme White, Jill Steuart, Mark Campbell, Peter Blackman, Rod Jellet, Ross Steuart, Sandra Gibbs

3 Points: Bill Revill, David Beardsley, David Bunn, Felix Hemingway, Lorraine Macdonnell, Maurice Harper, Rick McWhirter, Stephen Smith, Vicki Brenkovich

2 Points: Alan Molloy, Alana Ondarchie, Austin McWhirter, Chris Liokis, Geoff Wilson, Jim Gallagher, Judy Gallagher, Margaret Richardson, Martin Ball, Murray Rees, Neal Swingler, Paul Hogan, Randall Thain, Ray Kemp, Richard Crossland, Ron Richardson, Ross McKinnon, Sandra Ball, Steve Brown, Vincent Perillo

1 Point: Bev Atkinson, Coral Ondarchie, Diane Putnins, Gemma Wright, Harry Wright, Jason Harrigan, Jennie Lane, John Crewston, John Mosig, Kevin Payne, Linda Harper, Neil Yeomans, Richard Atkinson, Tony Stone

The MSCA competition season started off with a bang on the 1st of February at the Phillip Island Circuit.

A full capacity field in excess of 160 entrants on a warm sunny Saturday made the most of the circuit and with no Red Flags, a minimal number of cars requiring assistance off the circuit made for a very successful day with all drivers being able to complete 4 full runs.

Porsche had a Sprint booked on the following day so there were a couple of run groups filled with Porsche's of various hues and models, Lotus and a Ferrari I recall. I think that run group was in the many Millions of dollars and quite the spectacle. Another run group of MX5's made it all very interesting along with the normal suspects competing.

Round 2 at Winton was cancelled due to a conflict of dates with a supercar round and so the next MSCA event will be at Sandown Raceway on the Saturday 22nd of March with the following day Sunday 23rd of March being the Porsche Sandown Relay.

A different format will be run this year with the intention to increase the field especially with some of the Go Fast

Porsche, BMW type teams, and so let's wish Porsche the best of luck to make the event works well and prosper going forward.

TSOA will be fronting with 3 teams of 4 drivers each team.

With this years format there could be anything up to 6 Triumph cars on the track during some of the sessions as 3 teams with a possible 2 cars from each team being allowed on track at the same time. I'm sure this will present some challenges to the TSOA scorers lap timers but will surely add some excitement for the day.

Following the Porsche relay will be a road trip to The Bend Raceway over the Anzac day weekend in April.

Victoria State Racing round 1 was held 14th 15th and 16th of February at the Sandown Raceway with Keith and Alana Ondarchie in their Stags, Gordon Bunyan Spitfire and Geoff and Shirley St John Cox TR7V8's competing in the MG and Invited racing.

Check out Blendline TV for some wonderful racing with especially Race 2 on Sunday Keith making a stellar performance coming 2nd outright against a bevy of MG super cars . Well done KO !!!!!

The next round for MG Invited is to be

The MSCA Calendar 2025

Sunday 22 March

Round 3 Sandown

PCV Sandown

Regularity

Sunday 23 March

Sandown

Saturday 26 April

Round 4 The Bend

Sunday 29 June

Round 5 Sandown

MSCA All British Day

Saturday 16 August

Winton

Sunday 17 August

Round 6 Winton

Sunday 21 September

Round 7 Phillip Island

Saturday 11 October

Round 8 Calder

MSCA Come and Try Day

Sunday 30 November

Phillip Island

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

held at Calder Raceway 28th to 30th March

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

Regards

Michael Kip Competition Secretary

MG & Invited Brits 2024 Championship

Triumphs continue to make a strong impact in the MG and Invited British Sportscars Racing Series.

In the 2024 season, seven Triumph racers took to the track, competing



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

throughout the year and showcasing the marque's enduring performance and racing heritage.

- Garry Gibson
- Keith Ondarchie
- Alister Ondarchie

- Alana Ondarchie
- Geoff St John-Cox
- Shirley St John-Cox
- Paul Hogan

Keith Ondarchie

2024 Results

Rookie of the Year		Garry Gibson
Invited British Sportscar 1 (under 2lt)	Alister Ondarchie	1st
Invited British Sportscar 2 (under 3.5lt)	Garry Gibson	1st
Invited British Sportscar 2 (under 3.5lt)	Paul Hogan	2nd
Invited British Sportscar 3 (over 3.5lt)	Keith Ondarchie	1st
Invited British Sportscar 1 (over 3.5lt)	Alana Ondarchie	3rd

Keith Atherton –Life Member



On the 11th of February at the General Meeting, Ian Cowie on behalf of the Committee and all club members had the honour of awarding Keith Atherton a Life Membership.

Keith is an active member committed to promoting the Triumph Marque who is always willing to be involved and organise activities. As you can see from the membership time frame below there has not been many years where he has been inactive in a pivotal role. He has been active in the background encouraging and providing experience for others.

Since Keith joined TSOA Vic in 2000 he has played an active roll and supported numerous positions on the executive committee.

- 2001 Most active new member trophy
- 2002 Club Secretary
- 2003 Club Secretary
- 2004 Club Secretary
- 2004 The Presidents Trophy
- 2005 Club Secretary
- 2005 Clubman of the year Award
- 2006 Vice President
- 2009 President
- 2010 President
- 2011 President
- 2019 Social Coordinator
- 2020 Social Coordinator
- 2021 Social Coordinator
- 2022 Social Coordinator
- 2023 Social Coordinator

Of the 24 years Keith has been a member of the club, 13 of them have been involved with the executive committee, this list does not include



specifics of his involvement in club activities such as National Rally's, Concours, MSCA track days and club events/ celebrations where he is always willing to be part of and help promote TSOA Vic.

Roger Jeary #1143 Life Member

Pics: Clockwise form the top, Keith's Dove, at Sandown with his TR7, Dricing the legend Kim Raikkonen at the AGP, his TR7 on the Otways weekend, talking at the last GM and with Gail at the 50th Year celebrations of TSOA.



Inaugural Antipodean Dove owners meeting in Baccus Marsh, Victoria today. Together with Alex & Val Palavikas, from Victoria & Ann & Frank Cleary from Auckland with Frank holding a picture of his GTR4A Pictures of the cars have been taken with a camera filter on giving a slightly unusual result. A great day for us all to finally catch up. Keith Atherton

TSOA Championship 2024

Driver	Car	Winton MSCA	Associate	Sandown State	Pi Classic	PI MSCA	associate	Sandown MSCA	Associate	PCV 6Hour	Associate	The Bend	Associate	Mallala 6 Hour
David Duncan	TR7 Sprint S'charged													
Ursula Weidenmuller	TR6								852.5		845.62		881.14	
Peter Delmodes	2500TC													
Brian Watson	TR7	941.19						954.91		322.09		625.24		957
Mark Campbell	TR7V8	728.19				866.24		790.51		850.87		935.7		
Jan Mason	Boxter													
Rob Splatt	TR6/ Porsche		911.75					831.95		776.15				
Emma Alipan	Mercedes													
Ed Ferguson	TR7V8	528.78									728.17			851.12
Michael Kip	TR7	815.4				755.96				702.75		892.23		972.95
Phil nicholson	Lotus		934.11					177		972.13			976.39	
Trevor Lindsey	GT6													
Keith Ondarchie	Stag									656.67				
Geoff StJohn Cox	TR7V8													
Alister Ondarchie	TR7 Sprint													
Alana Ondarchie	Stag													
Gordon Bunyan	Spitfire				551.38									
Ian Cowie	GT6	829.28												939.93
Shirley SyJohn Cox	TR7V8			857.38				868.05		723.27				
David Orchard	TR2				965.67									
Paul Hogan	GT6													
David Kelly	TR7 V8													
Ed Ferguson	TR7V8				737.37									
Rob Casson	2500 Megane	754.11						466		988.03		838.72		855.17
Neil Martin					729.06									
Paul Burke														
Chris Liokos														
Doug Robertson														
Keith Pace														
Maurice Harper	2500TC	895.06												
Garry Gibson	GT6			918.22									906.45	
Bruce Pollock	TR4				810.3									
Geoff Byrne	TR6				912.85									
Andrew Gibson	TR3				908.86									
Brad Vermont	MGF													
Dan Holohan	Porsche/ Spitfire													
Rob Boykett	TR7V8					406.45		805.13						
Regularity														
Brian Watson	TR7	2937												2935
Ian Cowie	Triumph 2500	2949												0
Keith Pace	BMW	0												2962
Rob Splatt	TR6	0												2959
Ursula Weidenmuller	TR6, Porsche	0												2940
Dan Holohan	Porsche/ Spitfire	0												0



Keith on a really wet straight
Photo by: www.affinityphotography.com.au



Gordon on a wet straight
Photo by: www.affinityphotography.com.au

Driver	MGThe Bend	PCV Sprint	Associate Sandown	MSCA Sandown	Associate	Winton FOS	ATC Winton	associate	MSCA PI	Associate	PI State race	Calder	Associate	Calder State	FFCC Sandown	Sandown Historics
David Duncan							596.97		-97.37							
Ursula Weidenmuller			910.16	920.51			878.12		92.99							
Peter Delmodes																
Brian Watson				911.87			936.08		634.61			923.69				
Mark Campbell				905.47					523.32							
Jan Mason																
Rob Splatt			362.44		794.81		952.01									
Emma Alipan																
Ed Ferguson																
Michael Kip				942.82			957.2		630.42						925.75	
Phil nicholson					949.29			915.67					941.55			
Trevor Lindsey																
Keith Ondarchie						955									901.53	935.98
Geoff StJohn Cox	870.72													965.06		
Alister Ondarchie						889.83										928.36
Alana Ondarchie						890.84									937.85	975.74
Gordon Bunyan											754.73					
Ian Cowie							789.39									
Shirley SyJohn Cox				626.91												
David Orchard																
Paul Hogan						914.84	972.3					886.76				837.55
David Kelly																
Ed Ferguson																
Rob Casson					923.6		962.19		719.44			936.83				
Neil Martin							882.46									
Paul Burke							962.08									
Chris Liokos							865.08									
Doug Robertson																
Keith Pace					905.67											
Maurice Harper							726.58									
Garry Gibson	749.02					881.48					880.54					877.77
Bruce Pollock																
Geoff Byrne																
Andrew Gibson																
Brad Vermont					354.52											
Dan Holohan					931.82					569.11						
Rob Boykett				873.66												
Regularity																
Brian Watson				2931					1745							
Ian Cowie				0					1907							
Keith Pace				2858												
Rob Splatt				0												
Ursula Weidenmuller				2895					945							
Dan Holohan				2944												



Start of a race Rd 1 of MG Invited British Sports Cars. Photo by: www.affinityphotography.com.au

MG Invited British Sports Cars

Round One, Sandown 15 & 16 February 2025

Round One of the MG Invited British Sports Cars at Sandown was Sponsored by TSOA. Each round has a sponsor who funds the Trophies and presents the trophies to the class winners. Our VP Rob Splatt attended the presentation and was the TSOA representative.

Prior to the Class presentations Rob presented our Carol Coleman Ladies Trophy to Alana and then presented Asher with his 10 year membership badge.

This round saw five Triumphs on the grid, making for an exciting day of racing. It was particularly pleasing to witness both St John-Cox TR7s practicing all day without any issues, considering their reliability struggles throughout 2024.

Qualifying – Saturday Morning

Saturday morning's qualifying session started dry, but as we went out, a light drizzle set in. Despite the changing conditions, the results were impressive:

- Keith qualified 4th
- Geoff 7th
- Alana 9th
- Gordon 12th
- Shirley 16th

Race One

The afternoon was a typical Melbourne mix—rain, sun, rain again, and back to sun. As we prepared for Race One, the debate was on: slicks or wets? Most opted for dry slicks since the weather was clear on the dummy grid. However, as we waited for release, the skies darkened.

The opening lap went smoothly in dry conditions, but then the heavens opened, and it poured. Keith held on to P4 on slicks, struggling as the track became treacherous. Meanwhile, Alana made an incredible charge from P18 to P5, showing remarkable control in the wet.

As Keith battled to keep his position, Alana slipped past into P4. The safety car was deployed for four laps, with



Alana still holding fourth place. Then, on the final lap, Richard Milligan (P3) lost grip and went off. Alana, perhaps caught out by the same conditions, followed suit. Not to be left out, Keith joined them in synchronised sliding!

Geoff kept things steady, maintaining P9, while Gordon took advantage of the chaos, passing both Alana and Keith with a big smile.

Race 1 Results

- Geoff – P9
- Gordon – P12
- Keith – P13
- Alana – P14
- Shirley DNF

Race Two

Race 2 began in chaotic fashion as competitors debated whether to start on wet weather tires or slicks. Keith initially had wet tyres fitted, but as the grid formed, he made a last-minute decision to switch back to slicks. With Mark and Asher working frantically to change them, Keith managed to get to the dummy grid just in time for the race.

This race turned out to be one of the most exciting ones on TV. Alana, Keith, and Gordon all started from the back of the grid, but they quickly made their way through the field. Keith charged forward to P4 early on and continued his push to P2, where he found himself in an intense battle with Richard in the MG V8. The two drivers went wheel-to-wheel for almost the entire race, separated by mere millimeters at times. In the end, Keith secured second-place.

Alana also delivered a strong performance, making up six positions as she climbed from P14 to P8, overtaking multiple cars along the way. Geoff remained consistent, gaining two positions, while Gordon kept up the fight in the midfield, constantly battling with the MGs.

Unfortunately, Shirley was unable to make it to the grid for this race.

Race 2 Results:

- Keith – P2
- Geoff – P6
- Alana – P8
- Gordon – P14

Race Three

This was truly Geoff's race! The starting grid saw Keith positioned on the front row, while Geoff lined up in the 3rd row, Alana in the 4th row, and Gordon further back in the 6th row. A fantastic showcase for our Triumphs, standing proudly among the competition.

However, the race was always going to be a challenge, as the high-powered V8 MGs started from the back of the grid. It didn't take long for them to carve their way through the field, with Phil Chester putting in an incredible drive and even breaking the lap record.

Unfortunately, Keith's race was cut short on Lap 2 due to suspected engine issues, forcing him to retire early. Meanwhile, Alana had an eventful race, initially gaining a position before dropping one, but ultimately found her rhythm and pulled away, opening a comfortable gap on the pursuing MGs.



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



Keith & Geoff. Photo by: www.affinityphotography.com.au



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



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

Gordon found himself in a fierce battle among the MGs, holding his ground and delivering a steady and consistent run. Similarly, Geoff and Alana showcased reliability and consistency throughout the race, ensuring strong finishes.

In the end, Geoff had the standout performance among the Triumphs, delivering the best result—an impressive effort! Well done, Geoff!

Race 3 Results:

- Geoff – P4
- Alana – P8
- Gordon – P14
- Keith –DNF

Keith Ondarchie



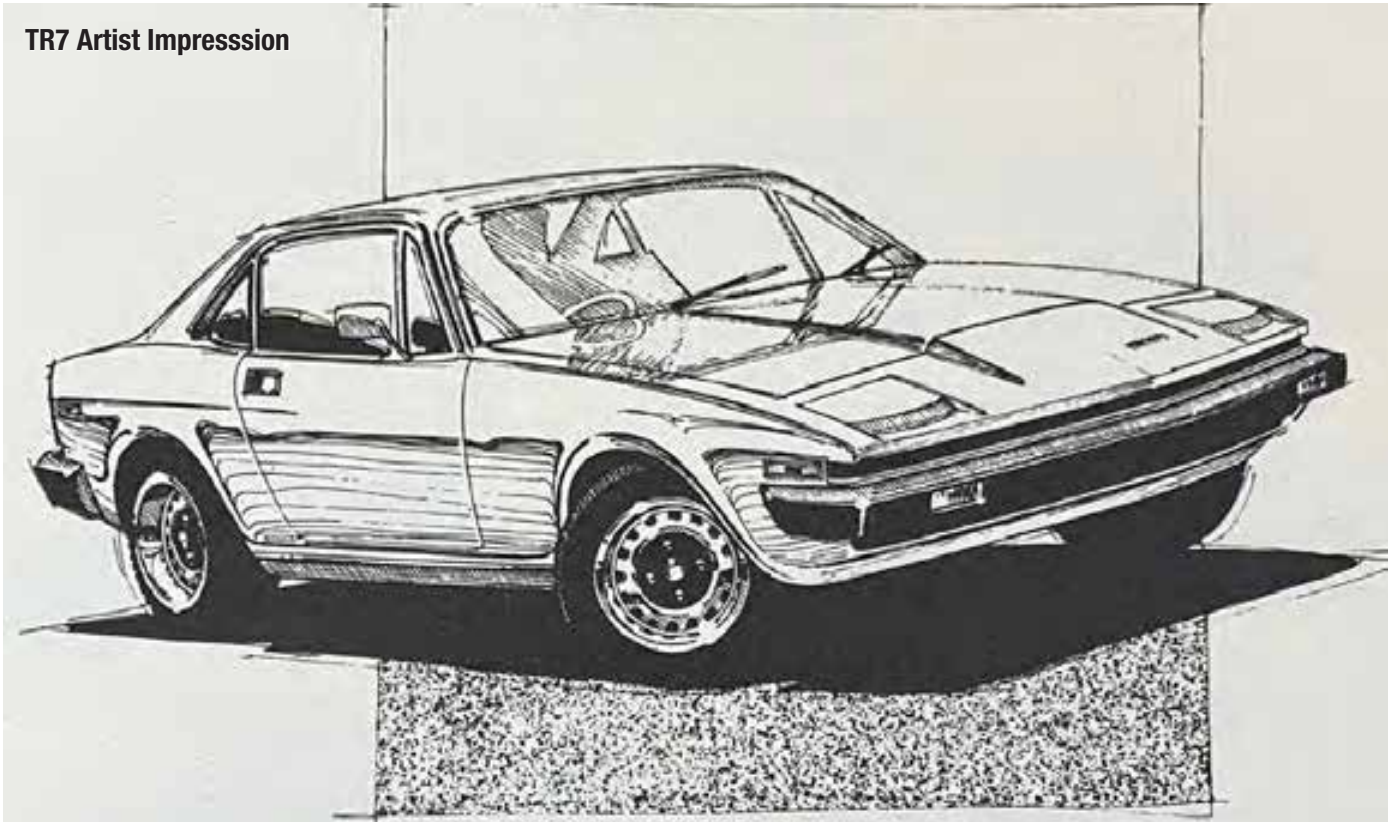
Australia Day Fisn-n-Chips A Pictorial

Pics: Keith Atherton



A few TR7 bits & pieces

TR7 Artist Impression



The above two Pics: The TR7 Pro-Series. Shirley and another NSW TSOA member and the race start at Amaroo.



New TR7s



TR7 A possible body kit



The TR7-V8 onced owned by the editor & 2 others. It was stolen and written off, very sad.

David Kelly

What was your first car?

The first car I owned was a 1948 Ford Anglia tourer. I purchased the car having saved the 40 pounds purchase price. Although I aspired to own an MG, the Anglia was all I could afford at the time. At least it was a convertible. My attempt to make it sporty was to put the exhaust out the side! The car gave me independence and the chance to take Rae (my then girlfriend and now wife) and her mates on various road trips.

After a couple of years, my desire to own an MG was fulfilled. The Anglia was traded in for a 1951 MG TD. The MG provided me with a car which could be used in competition. Apart from being a daily driver, the TD was used in MGCC events including ¼ mile sprints at Fisherman's Bend airstrip and motorkhanas at Broadford.

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

My experience with the MG at these events left me with an interest in Triumphs and Healeys, ownership of which I could only dream about. A family inheritance in 1960 allowed me to buy a new car, not enough for a Healey but enough for a TR. As a result, I took delivery of a new BRG TR3A with overdrive and wire wheels from Standards in Elizabeth St. The purchase of this car led me to join the recently formed TSOA and, for the next two years I was involved in the activities including the Committee. The only modification made to the TR during this time was to fit a tow bar. This enabled me to tow a ski boat I had built. This was a most enjoyable time during which Rae and I became engaged and I moved to Sydney.

What is your history of Triumph cars?

With a fiancé in Melbourne there were several high-speed trips from Sydney to Melbourne in the TR (there were no speed restrictions on the highways in those days). We decided to get married in late 1962 and the TR was sold and replaced by an FB Holden. The opportunity to own another



1960 – David's brand new TR3A



David's ski boat which he built being towed by the TR

Triumph arose in 1993 when a friend in Sydney told me he was looking to part with his TR3A, which was badly in need of a ground-up restoration. My intention was to rebuild the car as a replica of my first TR. This was almost achieved were it not for the fact that this second car had disc wheels and no overdrive. At this stage I had the pleasure of meeting up with Ross McKinnon, who gave me much valuable advice and introduced me to the TR Register. We had many happy drives in our '3A's on and off the track. Ultimately, we decided to get serious and jointly buy a competition car. Phil Somerville had advertised a TR7 Sprint which we promptly purchased. There followed a multi-year association where we shared the car in MSCA Sprints and then started collecting TR7s for parts and restorations; a total of 15 cars over twenty years. Nine cars including one TR8 were rebuilt and six were dismantled for parts. I have retained one TR7-V8 and five are now owned by TSOA members. The last Triumph I rebuilt was a Dolomite

Sprint, which is now owned by a TCCV member.

Do you know the history of your cars?

The history of most of the cars was not a priority although I did have the details of the TR8 DHC which was a non-Californian car (carburettors) shipped to a dealer in Honolulu in October 1980. The car was purchased new in 1982 and later shipped back to California by the owner where it was registered from 1984-1993. Janis Putnins purchased the car after it had been shipped to Melbourne where it remained until I bought it in 2007. After complete restoration the car was sold via the Healey Factory to Mark Hallet.

We also found that the white TR7 now owned by Brian Watson had been owned at some stage by Cath McDonald.

Do you have or had any other cars apart from Triumphs...?

Over the years I have owned a succession of Holdens, the first the

FB sedan and the longest - serving an EH wagon (24 years). My current Holden is a VF SSV Redline wagon, the highlight of ownership has been running it at Phillip Island track at one of the MSCA events. After competing in the TR7-V8 for many years, driving this modern car was a revelation - fantastic! Other cars have included a 1984 Ford LTD sedan and more recently a 2003 Mitsubishi Verada (purchased new for Rae) which has completed an (almost) trouble free 290,000 km.

When did you join TSOA? How did you find out about us? Are you a member of other car clubs?

I first joined TSOA Vic in 1960 after I purchased the TR3A. The sales staff at Standards directed me to TSOA, then in its infancy. I enjoyed the next two years in the club working on the Committee as Editor/Secretary before moving to Sydney where I joined TSOA NSW. Membership of the club was brief as I sold the TR prior to being married.

After a gap of thirty years during which we raised a family and were now living in Melbourne again, I rejoined TSOA in 1993 with the restoration of a TR3A to keep me busy (see above). After completion of this project, I found a 100/4 Austin Healey belonging to a friend which was also in need of complete rebuilding. This led me to joining the Austin Healey Owners Club Vic and many happy hours in the shed. The car was finished in 1999 and has been used in many displays and in competition (VHRR, MSCA).

Tell us about yourself?

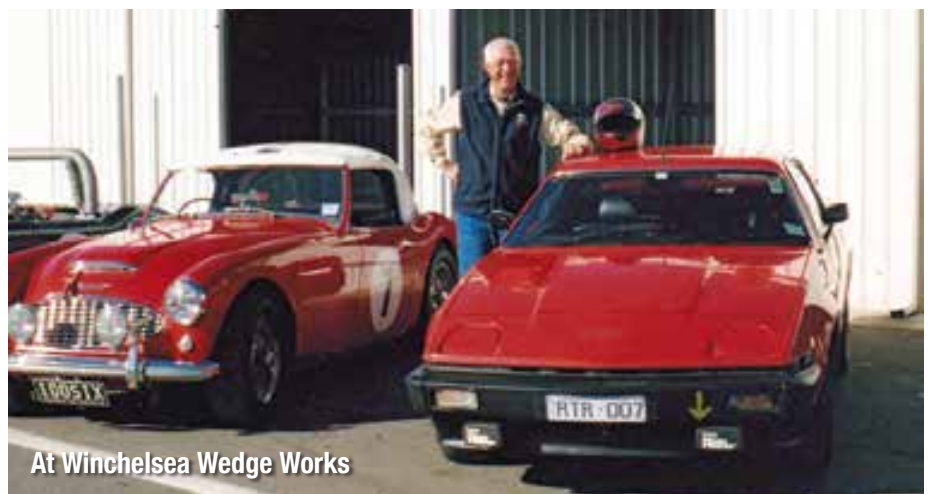
I grew up in Canterbury and after schooling worked for BALM Paints (now DULUX Aust) whilst attending night school at the 'Tech' studying industrial chemistry. Following further education at various universities, I worked at Melbourne University teaching chemistry for many years. Upon retirement I had access to a farm in Winchelsea where I built a workshop to cater for my existing cars. Space was not a problem, and I filled the shed with various TR7/8 projects over the next twenty years. I have



David and Ross with their racing TR7



David's 2nd TR3A



At Winchelsea Wedge Works

now almost completed the clearing out of 'Winchelsea Wedge Works'.

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

Being involved with restoration projects has benefited me with access to information and parts from other members either by direct contact or via TRaction. Showing of the finished product at the (then) Annual Concours d'elegance was one of the many highlights of membership. Attendance at the function for the

release of the book Celebrating 60 Years of TSOA was a memorable occasion. A special pleasure has been the comradeship with the wonderful group of members involved in competition, particularly with those involved in the 6 Hour regularity relays. Although the aim is to win the event, which we have done or been well placed on several occasions, it is the social aspect of these events which enhances the pleasure of being part of the TSOA team.

David Kelly #237



Drive Your Triumph Day **Monday 10 February**

Western District Triumphs

Ron Richardson a joint member of TCCV & TSOA organised the “westies” drive to celebrate Sir John Black Day .

We met at the BP servo outbound just past Calder and took a lovely route via Diggers Rest to the Toolern Vale intersection where we picked up a few, more cars. It was then a straight forward run into Wooden to have lunch at the Holgate Brewery. We had a room all to our selves.

It was nice to be able to meet and talk to fellow Triumph/Standard enthusiasts. A great day.

Cars that attended.

18 Standard/Triumphs: TR7 x2, TR8 x2, 1 x TR5, TR6, TR3A, Spitfire, Vitesse, Mayflower, MGF, 350Z, 3 x big Vanguards and 1 small. and 2 x Mk2 Sedans and 2 x Stags. We had one MGF and one Nissan 350Z. Over 30 attendees. 3 clubs involved TSOA, TCCV and Club Standard & Triumph of Victoria.

Here are the list of the “westies”:

Name

Stu Smith
Peter Green
Marg Ferguson
Ed Ferguson

Max Hayes	TR8
Ron Richardson	Spitfire
Marg Richardson	Spitfire
Ron Farrugia	TR5
Josie Farrugia	TR5
George Stephen	350Z

George Stephen.

Photos by George Stephen and Ron Richardson

Here are the list of the “easties”:

Name	Car
Phil Webb	2500 TC
Phil Gibbs	Stag
George Coulter	TR7
Jean Coulter	TR7
Janis Putnins	TR8





British & European Motor Show Yarra Glen

This terrific show was held on the 16 of February at the Yarra Glen Racecourse. The weather was first a few showers and cleared up to be a terrific mild summer's day. A great

display of Triumph "wedges" to celebrate the 50 years since the first TR7 was produced. The variety of cars at this event is a "must see".





Genuine TR7 Sprints

Article from the TR7 Sprint Registrar - UK

Genuine TR7 Sprint survival rates

Talking to members at a recent club event, I was asked to do an article on how many genuine TR7 Sprints were still on the road out of the sixty-one built. To start with, one of the Flamenco cars did not leave the factory, so only sixty cars were sold. The genuine factory-built Sprints had VIN numbers with the ACH prefix and engine numbers beginning with CH and ending with HE.

There were two batches of TR7 Sprints built, both in 1977. The first twenty-five cars were built in the spring and thirty-five in the autumn. As well as the two batches, a single car, the ACH700, was built and registered in 1978 on a T-plate. This car went through a full nut and bolt restoration, and it was returned to the road in early 2019. There were three T-registered Sprints; the other two were not the first batch of cars. One of these was leased under the management car plan, then purchased from BL; this is still a one-owner car. All the T-Reg cars have survived, one restored, another needing work, and the third in original condition.

The first batch of cars was mostly LHD for the European market. The VIN numbers were from ACH1 to ACH25. The remaining ten of the twenty-five cars built were built to RHD UK specifications. The first twenty-five TR7 sprints were built using earlier body-shells, with a large filler cap, a roof-mounted interior light, and a black rear panel. The survival rate for the UK cars is quite good, with four known to the club; five of the LHD cars have survived in Europe and Switzerland.

Out of the second batch of thirty-five cars, thirty were registered in Birmingham with SJW prefix number plates, ranging from SJW 521S to SJW 550S. The only European-spec LHD car in the second batch was ACH503,



a Tara green metallic, which was exported to Switzerland. The other four cars were registered in Coventry.

These cars were built in 1977 using 1978 model-year body shells with a smaller fuel filler cap, door-mounted interior lights, and body-coloured rear panel. The VIN numbers began with ACH501 and went up to ACH536. All these, apart from the ACH503, were built to right-hand drive UK specification. Around fifteen have survived, including the SJW 533S, SJW 540S, SJW 546S, and SJW 548S, the cars used by the works rally team at Abingdon. Out of the four rally cars, the SJW 533S originally used a sixteen-valve engine before being built with a V8. The other three were built with V8 engines. The other survivors (complete cars) are: JW 521S, SJW 549S and SJW 550S. The first two cars in this batch were registered in Coventry; the numbers were VVC 696S and VVC 697S. The latter car still exists in the hands of its long-time owner.



Out of sixty-one made, around twenty-five cars still exist, twelve of which are on the road and the rest needing restoration. There may be more TR7 Sprints hidden away; most will never be put back on the road due to the prohibitive cost of restoration; they will remain a logbook or a collection of parts.

These rare cars still come for sale, the most recent ones being the SJW 541S and SJW550S; these are two of the best examples in the UK.

**James
TR7 Sprint Registrar**

Ed: For more info check out "Triumph TR7 Sprint" on Wikipedia



Your invited...

The MG Car Club, Ballarat Chapter, has invited TSOA members that live in the west to join them for some of their runs.

Ed & Marg Ferguson are members of the MG Car Club.

So if you are interested contact:
Ed Ferguson 0407 661 905
for more details.



New process for TSOA club plate scheme ("CPS") – new applications and renewals process

Renewals:

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

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

Club Permit Scheme Information



CPS Officer, but the new Online Renewal Portal will minimise handling and postage and should be used in preference to mail.

VicRoads ONLINE PORTAL

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

1. Renewal notices will be posted to permit holders as normal.
2. Changes to permit details cannot be made online. For changes, call the VicRoads contact centre on 13 11 71.
3. Paying your permit renewal online: Online renewal (Online Renewal Option) will be available through the myVicRoads portal account from 31 July 2020.

The link to set up your myVicRoads account is:

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

4. The Club Permit Scheme vehicle will only be displayed in a customer's myVicRoads account if the vehicle is linked to a VicRoads Client ID (licence/client number).

5. If club members want to use the Online Renewal Option and do not see the Club Permit Scheme vehicle in their account at the time of renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked to VicRoads account.
6. The other options of renewing at a Customer Service Centre or via mail, will continue to be available.

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

7. There is also a new club permit endorsement form to endorse a vehicle requiring renewal.

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

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

For more information contact:
Trevor Norris Club Permit Scheme
plates@tsoavic.au
Co-ordinator mobile: 0417 552 896



Drive Your Triumph Day Monday 10 February



Above: More pics from the Drive Your Triumph Day. Pics by George Stephen and Ron Richardson.

The Stag's biggest market was the UK, where it's estimated there are around 10,000 survivors.



CLUBS

Stag's high survival rate uncovered

A Stag Owners' Club-led investigation has found that around half of all the Triumph Stags ever made still survive.

The club looked at the numbers of estimated survivors in all conditions, not just here in the UK but also at cars sold on the continent, the US and Australia, pointing out that DVLA data for this country didn't necessarily give the full and complete picture.

Club registrar, Peter Robinson, said: 'Not all the SORN cars will still be around but there are still Stags in garages and gardens that were never SORNed because they were not on the road when SORN started in January

1998. I have three in my garage and each is restorable so each could be said to be in existence.'

The club reckons that as the very poorest examples are scrapped, the global survivors from the 29,877 Stags built will eventually be between 11,000 and 12,000.

Stag specialist Faversham Classics' workshop manager, Dan Beam, said: 'Despite various knocks to the Stag's reputation the club always had a strong following and re-invested in having tools and parts re-made, which has helped to keep the cars alive.'

stag.org.uk

Valé - Des Davis

Said goodbye to one of our long term TSOA members this afternoon, Des Davis, at his memorial service at The Royal Melbourne Yacht Squadron reflecting on Des's love of sailing and of course we remember him for club involvement with his TR7, Dolly Sprint & Spitfire. R.I.P Des.

8.8.1935–13.1.2025

Keith Atherton

The TSOA Committee and Members extend their deepest condolences to Des's family and friends.



The Egg Award – 2024

*A National Rally was on the way
And lots of people planning to say
That their state was best
The one in the west*

*For each of their functions on every day
A motor home purchased across the land
With all bells and whistles, oh so grand
The first overnight stop
To S.A. just a hop
Parked easily there without even a sound*

*A big lightning strike hit overnight
Rendering the motor just not right
Next day would not start
And the helpers not smart
The RACV was then needed to fight*

*The trailer with Triumph took all the hit
Which passed all the current, every bit
Back to the motor-home
Then it could not roam
But tyres on trailer were what saved it*

*The owners and motor went to Adel-aide
That's where the motorhome still sits unmade
Experts discovered problem most
Module Control was just toast
So order from Germany had to be made*

The Egg Award goes to our Sausage and Egg Man, Peter Lane

Jeanette Cain

NB: The author has used artistic license so some things may not be factual.

Morning Coffee February 26 2025

The first morning coffee of the year took place at Poyntons Boulevard Cafe which is part of Poyntons Nursery. There were twenty members in attendance.

Please note we have the Morning Coffees on the last Wednesday of the month. So keep an eye out for a e-mail blast informing you of them.

NB: Please reply to George Coulter using the link in the e-blast so he can determine the numbers attending.

Pic: George Coulter



Long time coming: Triumph TR7 V8 classic rally car



Many thanks to Rally Sport Mag. com for giving us permission to re-print this article.

As a teenager in Ireland, Danny Murphy has fond memories of watching (and hearing) Triumph TR7 V8s at full noise.

Watching Tony Pond, Per Eklund and Roger Clark strut their stuff was quickly etched into his memory. "They sounded awesome, and I said to myself that I would love to have one of those rally cars one day," Murphy says. His path strayed from British manufacturers to Japanese ones, however. On moving to Australia, he spent a long time in the 'blue corner', working for Subaru Motor Sport Group teams in both the World and Asia Pacific Rally Championships, as well as running his own Subarus in events throughout Victoria. "I had a great competitive run, but that finished in 2005 when the Global Financial Crisis killed our sport. "I'd done the Victorian championship and won the 2003 Group N title in a GC8 Impreza."



The financial crisis put an end to the fun though, and Murphy began selling off his Subarus and the associated parts as he contemplated the next phase of his motorsport life.

"What was I to do now? "After hours

and hours on YouTube, I came up with a plan. I can't afford a Lancia Stratos but I could build my teenage fantasy rally car, a Triumph TR7 V8, and so the project began." After plenty of research (and probably lots of sweet talking with his wife), he decided that he did actually need a TR7 V8 in his life. Finding the parts for the cars because the big problem, but over the next seven years things slowly started coming together. "The big problem is that the Chinese can make parts that look like the real thing, but there not," he stresses. The TR7 bodyshell was a "barn find" in late 2012. Peter Sweeney from the Melton Motor Sport Club had one in his shed, after finding one in Kerang in the mid '90s. "I heard about this and we did a deal and the TR7 V8 project started. "The car has been built in my double garage at home in the Melbourne suburb of North Balwyn. The shell prep, cage and sand blasting before painting was carried out at home. The only time the car left home was to get painted as I can't spray paint - the car was taken to professionals to do the job."



The car sports a Rover/Oldsobile 3500cc V8 engine, as used by British Leyland under licence during the 1970s and 1980s.

It's a genuine Rover 3.5 litre with alloy



block and heads, and features 11.5:1 compression ratio, Keith Black flat topped forge pistons from the USA, Oldsmobile high volume oil pump, and housing, and a Seark alloy oil cooler. Big valved ported and polished cylinder heads (with stainless steel valves), Kent H224 Cam from UK. Duplex timing chain and gears with adjustable cam timing, and chrome moly adjustable push rods are all part of the final package. The engine also features a 6" Chrome Moly "I" beam conrods from the USA, Edelbrock inlet manifold with twin Weber 45 carburetors, and desert racing K&N filters. The wet-sumped 7.0-litre windage tray is by Murphy's own DMA Motorsport operation, with hand-made DMA Motorsport extractors. The gearbox is a Leyland LT77 5-speed, wet-sumped and internally lubricated. The 'box and its spare unit have been prepared by Glen Watson at Shift-Works (Transmissions for Motorsport).

Getting a genuine rear end in the car presented problems for Murphy. "This was a big problem for me. I could not locate a genuine factory rear diff assembly, so I had to compromise," he explains. "I chose a Toyota Hilux diff, as there are plenty of ratios available. I had custom fully floating hubs and axles made, with Rover 127mm PCD hubs and a spool diff centre with a 4.6:1 final drive." Standard TR7 V8 mounts locate the suspension to the chassis, while a Toyota Prado telescopic tailshaft, with custom made Range Rover and Toyota Hilux uni-joints, were fabricated. Murphy made his own custom suspension units, with MacPherson struts at the front, and independent shocks and springs at the rear. Power is put to the road via Dunlop 205/65/15 tyres, on 15x7" Minilite replica wheels.

The car was completed for the 2018 Classic Outback Trial, but the engine

suffered a problem before the rally started, so it was put back on the trailer and sent home again.

After appearing (without an engine) at the recent Rally Retro Day in Victoria, Murphy now plans to debut the car at next year's Classic Outback Trial in Alice Springs. "It's been a long project, but it's getting closer to completion," Murphy admits. "There are so many people to thank, and along the way we have generated some interest here in Victoria and in Alice Springs and Coober Pedy. "We have had great assistance from the following businesses, and thank them greatly."

- Skimbo, Talice Security (Alice Springs)
- Mike, Under ground Motel (Coober Pedy)
- Lucas, Lucas Automotive
- Subaru specialist w/shop (Moorabbin)
- Glen, Shift-Works Transmissions for Motorsport (Geelong)
- Andrew, Murrindindi Computers (Alexandra)
- Geoff, Nitrous Formula (Perth)
- Russell, Stuckey's / Dunlop tyres (Melbourne)
- Tony, R-tech, (Melbourne)
- Andrew Paice • Golly, Retro Rally Signage (Chirnside Park)
- My great lady wife, Casandra Murphy, for her never-ending and constant support and backing.

Peter Whitten
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Pic: Bruce Keys



1966/7 TR4A Restoration – Part 3

The story so far:

It's been a while, so I'll start with a catch up on activities over the last few years – yes really, years.

The car has been completely dismantled and the body sent away for acid dipping. The shell was pretty horrid and will have required about 50% of the sheet metal replacing.

That chassis has been condemned as beyond economic repair as it was rotten, bent, twisted with some really bad historic 'repairs'. Thankfully, I managed to source a US import that was near perfect, needing only minimal fixes. This is now resplendent in shiny black – and I was able to offset the cost by selling the old chassis to a company that remanufactures them. Apparently, complex pressings like the front spring turrets are too complex to remake.

Work on refurbishing the drivetrain and ancillaries has been done in parallel to the bodywork – particularly in the winter months when the garage is too cold. I now have many boxes of components ready to refit.

The build-up of the bodyshell would comprise two focus areas, addressing small repairs to the sections that had been retained and using new or good secondhand panels to join everything together.

The windscreen mounts in the front bulkhead were badly rotted and I was particularly proud of my replacement 'inserts' on both sides.

The battery plinth had rotted away years ago and had been crudely patched with a sheet of steel over the top – which had then also rotted out. I had bought the full replacement section for the bulkhead, but decided that to fit that complete would be both very invasive, risking distortion and be very complicated, so I elected to cut out



only the area I needed. I think the end result is pretty good and with battery in place, you won't see the joins.

The front bulkhead sides each need rust repairs to their lower edges, again preserving as much of the original steel as possible – and avoiding the ribbed pressings which are harder to replicate.

I did have to replace nearside outer A-Post which was both



rotted and crash damaged. However, I did manage to save the inner.

With all the 'little' jobs done, I began the building up the shell as a repeated series of dry runs using Cleco Pins, Molegrips, G-Clamps and anything else I could find. These dry runs were invaluable as they identified issues with poor alignment, missing brackets, etc. After each build I would mark up the affected area and write a numbered list, so nothing would be forgotten. Having resolved the identified issues, I would build up the shell again – only to identify further work required!

However, the lists got progressively shorter and I eventually decided it was time to commit and actually start welding.

I began by bolting the floors to the chassis and adding the sill box sections for rigidity. I then mounted the front bulkhead and inner wheel tubs. This allowed me to hang the doors and from there I could fit the rear inner wings and tonneau panels. The petrol tank also went in as that acts as a good datum point for the panels that sit around



it. The outer wings were fitted and everything shuffled around to get the lines right. Then everything was tack welded into place, before breaking it all down again to weld up fully.

This whole process took months and at times it felt that weeks had been spent to achieve very little. It was tempting to simply weld it up and adjust with a hammer at a later date, but that's not the way I work.

Three years after collecting the remains of the bodyshell from the strippers, I now had a solid tub ready for paint.

David Beardsley

Celebrating 50 Years of the Stag

Produced by
George Stephen

\$20ea

with \$5 going
to the club.

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



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



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Greetings fellow TSOA members across Australia.



It is our pleasure to invite you to register now for the TSOA NSW 2025 Nationals Meeting to be held from Friday 17th to Friday 24th October at The Anchorage Resort Hotel & Spa Colette, at Port Stephens New South Wales. Entry is offered to all members of TSOA Clubs in Australia, and registration are now open@ <https://forms.gle/mHyYD6tziPJbZBTWA> (please copy and paste into your browser if it doesn't open here)

We have a very exciting week of great activities and events lined up for your stay at this amazing waterfront Anchorage resort. Included with this letter is an overview video <https://youtu.be/LBsKegkC0p0> which is offered as a guide to what you may expect during the week. The accommodation at The Anchorage has been negotiated for members on a twin share basis; all rooms are easy access (most on ground level) and have water views. There is a limited number of disabled rooms available.

The total fee this year is \$1650.00 per person twin share for the week. To register for these Nationals you will need to follow the link [above](#) and fill in your details on the form and pay a deposit of \$250 per person (two registrations required for a couple). The remaining payments will be split to the end of March and the end of June; these will be of \$700 each per person making up the total of \$1650 per person. You will not be registered until you have completed the entry form and paid your deposit of \$250.

We expect to be well supported at this event so please get your entries in ASAP. Entries will be accepted on the first in first come basis. Once you are registered you will receive a confirmation of your acceptance and then regular information update leading up to the event, about some of the events.

If for any reason you may need to withdraw your registration before the event please contact me. I will endeavour to refund what we can to you.

Look forward to seeing you all at the 2025 Nationals in Port Stephens ... A week you will remember!

Best regards and cheers from the Nationals Committee and from John Stokes your National Coordinator.

***John Stokes
Nationals Coordinator 2025 TSOANSW Nationals.
nationals@tsoansw.org.au
0433826880***

TSOA Library – New Book Review

Triumph Cars – 100 Years by Ross Alkureishi

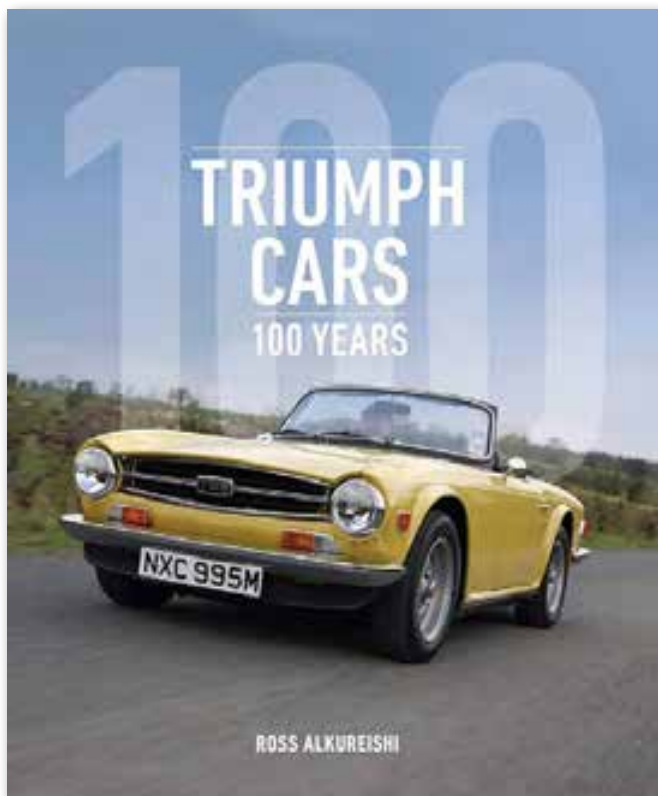
Triumph Cars is a comprehensive, gorgeously illustrated history of the Triumph sports cars sought by today's collectors and admired by automotive enthusiasts.

Publisher Description

Triumph Cars chronicles the company and its remarkable vehicles, from the first 10/20 through a string of automobiles sought after by collectors, from the early Supers and Glorias through the entire TR and Spitfire ranges, and on to the legendary GT6 and the latter-day 1300, 1500, and Dolomite sedans-filled with images, history, and in-depth analyses of players, tech, and styling.

With roots extending to a London bicycle importer established in 1885, Triumph built its first car in 1923: the Triumph 10/20. By 1930, the Triumph Cycle Co. had become Triumph Motor Company and was on its way to establishing seven decades of automotive heritage.

Author Ross Alkureishi showcases how company visionaries developed the brand-and how the brand changed hands-in the trying economic times of the 1930s and during the war



years. The Standard years beginning in 1944 are also examined, along with associations with Jaguar and the range of roadsters and saloons developed, arguably peaking with the introduction of the TR2 sports car in 1953.

Alkureishi proceeds through the stylish 1950s cars and on to the Leyland years beginning in 1960, and associated engine and styling developments. The story ends with the last Triumph model, the Acclaim introduced in 1981, and the marque's subsequent mothballing. Along the way, Alkureishi also highlights

Triumph motorsport exploits, particularly in the realm of rally cars.

From the 1923 steel-paneled 10/20 through a range of roadsters, saloons, and sports cars, Triumph Cars offers a definitive review of an iconic British marque. The book is illustrated with hundreds of historic, contemporary, and racing photographs, as well as detailed text. This is the one volume no sports car enthusiast can be without.

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Larry Mundell – Club Librarian

TSOA Club Library Guidelines

- A maximum of 3 books or items may be borrowed at any one time, for a maximum of 2 months.
- Books must be returned to the Librarian at monthly general meetings.
- A listing of all library books & materials may be found on the TSOA Vic website.
- Bookings may be made via SMS to Larry Mundell via 0424 122 569, or by email via larrybultaco@hotmail.com
- Borrowers must complete the bookings log on the Librarian's laptop computer & notify the Librarian when books are returned.

- Club members are encouraged to donate items to the Club Library - eg reference books, workshop manuals, car handbooks, magazines, brochures, videos & DVDs etc.
- At monthly meetings the Librarian will bring all books ordered, & a selection of new materials.
- Members are encouraged to suggest purchases of new books & materials.
- All TSOA Library books & materials will be clearly stamped with the club logo & donated materials acknowledged.
- Lost or damaged books must be replaced by the club member.

TSOA Club Librarian

Larry Mundell

11 Melville Drive, Greensborough 3088

Mob: 0424 122 569

Email: larrybultaco@hotmail.com

Tech Torque Fuel Pump Repair

Have you experienced a fuel leak from the top cover of your AC fuel pump? Have you been tempted to tighten the screw in the centre of the top cap? If so, take care! This setscrew is threaded into the die-cast pump body and too much force will strip the thread which will then require a significant repair.

The leak was possibly caused by the pump and the gasket drying out through lack of use. Also the diaphragm may have deteriorated from any fuel containing ethanol. Although a genuine AC replacement pump is unlikely to be available, a suitable repair kit should be available. Your options then become: rebuild your original pump or consider a new replacement pump.

Rebuild If the central thread 3/16" has stripped then you can re-tap to 5mm (0.8 mm pitch) and fit a new metric setscrew. Do not attempt to use a self tapper as you are likely to crack the die-cast body. Fit a new rebuild kit with a new diaphragm and top cap gasket. Take great care in replacing the valves as the pump body may have insufficient metal left to "lock-in" the new valves. Maybe leave the valves in place if they are clean. Tighten the 5 screws in diametric sequence to avoid distortion. Ensure you use a new screw sealing washer (A). See pics of old OEM left and new pump right, 20843 from Rimmers.

Replacement The commonly available universal pump offered as a direct replacement for the Spitfire 1, 2, 3 and early IV is generally **unsuitable**, eg. Rimmers 208493. The inlet and outlet threads into the body are too deep resulting in the gland nut tightening on the pump body before the olive nipple on the pipe seals. The solution is to cut about 2.5 mm of thread off the body of both inlet and outlet (B). A further problem is that the fuel pressure is too high (eg. 9 psi rather than about 4 psi) using the standard gasket. A 4 mm spacer may reduce the pressure but the

standard studs in the block are too short to fit a spacer with the 208493 which has thicker ear mounts than the original AC model (C). The advice note sometimes supplied with the pump suggests that the float level



needle and seat be replaced. *This is tacit admission that the fuel pressure is too high!*

Phil Johnstone



AOMC Carbon Offset Program

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



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

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

To play your part

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

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

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

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

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



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

Have a seat...

At Sandown, during the MG and Invited British Sportscar series, one of our life members, Lindsey Coleman—well known for his passion for encouraging young talent—spotted Asher and introduced him to his son Malcolm's Formula Ford. Lindsey invited Asher to hop in, explore the car, and get a feel for it.

Asher carefully examined the Formula Ford, recognizing many familiar components from his go-kart. Once seated, he immediately noticed, "This has the same computer as my go-kart!"

It's safe to say that Asher was captivated by the experience. His parents might need to start saving now—his love for Formula Ford has officially begun! Well done, Lindsey, for inspiring the next generation.

Keith Ondarchie



BUY, SWAP AND SELL

FOR SALE

1974 Triumph Stag **\$39,000 ONO**

A deceased estate and a reluctant sale.

This fantastic 50 year old Triumph Stag has had the one owner for over 40 years.

It was his pride and joy with no expense spared. Regularly serviced and updated to make this car as easy and as comfortable as any modern counterpart.

All recommended improvements and upgrades carried out with receipts.

Modern conveniences whilst keeping it in its basic original appearance with minor panel damage.

Ready to go as your daily drive or just sitting in your garage looking great and appreciating in value.

Minor cosmetic blemishes.

Features

Religiously Serviced/Maintained regularly by Fairfield Automotive Triumph Specialists.

Hydraulic strut fitted as boot lifter • Chrome boot carrier • Rear fitted wind deflector • Heated seats and back massagers incorporated in front seats • USB accessory sockets • Wiring updated to accommodate accessories • Alpine stereo with booster Amp, front and rear speakers • Central locking with alarm • Upgraded halogen driving and headlights, LED globes throughout • High mount stop light on T Bar • Smith's Oil pressure gauge • Phone / screen holder. • Choke cable knob repositioned for less strain on cable • Electronic ignition • Webber stag Radiator cowl fitted, summer thermostat • Front mats • Motor rebuilt 20,000

kms ago • Recent new brake booster, rear shockers, tie rod ends, sway bar and linkages, rear shockers • Gearbox and radiator recently serviced • Carbies rebuilt 12 months ago • High performance coil, Electronic ignition • Rear cylinder head cooling fitted • Handbook and workshop manual. • Manuals for Radio, Stag, Alarm, Wiring diagram for accessories etc • Matching Hard top.

Bruce Rodell, **0419511756**
Ivanhoe East Melbourne 3079
brodell@bigpond.net.au



BUY, SWAP, SELL AND

WANTED

FOR SALE



'A' Type overdrive
 Professionally refurbished.
 Similar as with the 'J'.
 This unit relates to the Group Nb (Appendix J)
 triple weber'd Vanguard 6 2000.
 Never use in anger, tested OK.
 Constant 450 psi, instant engagement,
 disengagement **\$3,000**



UK Police Pursuit Gearing. Very low gearing 1st.
 2nd. Big gap to 3rd. **\$750**



6 point harness. Motorsport AU forces constant
 'use-by' date replacement.
 Perfect unit **\$250**



FI/CAMS insisted on the Hans
 Leate, designed by Chiropractors is a better
 unit. I used the Leate until forced to the Hans
\$500.00

Ian Watt +61 408 431 023
 Email ian.watt@nextradeworld.com

WANTED

TR6 Carburettor Stromberg 175 CDSE
 Albert 0429 335 278

WANTED

TR4 Bonnet
 Contact Keith Ondarchie 411 557 720

WANTED

Chasing seat frames for TR5/250
 Please contact me if anyone knows of
 one for sale.
Rob Johnson
rob@rojodevelopments.com.au

FOR SALE

TR7 rims (4), 14"x6" **\$150 or offer**
 With centres & nuts.
 Stu 0450130400



SINGLE POST HOIST

(Identical to the unit shown)

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

Contact Bob Reid (MGCC)
 Mobile: 0418 336 886
 Email: rr@porte-velo.com.au



BUY, SWAP AND SELL

FOR SALE

1962 Triumph Spitfire \$25,000 ono

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

Body number FC6443 Engine A14004611Q

Tonneau cover as well as soft top

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

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

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

Lee Mickelburgh 0438 078 609



FOR SALE

Gearboxes & Propshaft The Lot \$4750.00

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

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

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

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

1 New propshaft.

Never used 2 x new Clutch kits.

Will consider splitting the above.

Contact

Danny Murphy (Murf) dmbp@bigpond.com

FOR SALE

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

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



included for the price

Contact

Danny Murphy (Murf) dmbp@bigpond.com



BUY, SWAP AND SELL

NB: From this issue forward For Sale and Wanted Ads will run for 3 editions of TRaction and 3 months on the Website unless the editor is notified. Non-members will be charged \$20 for a mag advert for 2 issues & \$20 for the website for 3 months.

FOR SALE



TR6 Hard Top Glass \$150



Coolair intake \$100



TR7/8 Body kit \$450 or best offer

TR7/8 Decals \$30

TR7 V8 Decal \$15 ea



TR8 Spoiler \$80.
Brian Taylor
scotlynn@bigpond.net.au 0400 309 747

FOR SALE

1979 TR7 \$22,000. Negotiable

Factory convertible, complete bare metal restoration by owner. Sherwood Green, beige interior, good condition, 6 stacker Disc player, electronic ignition, central locking.

On Club Plates. All papers and import papers and engineers certificates available.

Previous winner of Concours and show and Shine.

Very reluctant sale!

John Seeley 0491 107 869



TR7



BUY, SWAP AND SELL

FOR SALE

1972 TR6 Price: \$47,000

1972 TR6 Red, black soft top. Originally a U.S. import professionally restored and converted by Ray Pepper. Reconditioned gearbox. Well maintained. In excellent condition. Full registration.

2010 winner of Stan Fisher award, most improved TCCV car.

2017 Class award winner TCCV Show and Shine.

2017 Christmas Show and Shine BMC Leyland Car Club.

Extra set of wheels, plus numerous spare parts.

Contact: Lesley Fox

Email: lesleyfox56@gmail.com

Mobile: 0429 822 463



FOR SALE

**Triumph TR8
Convertible
\$32,000 neg.**

1980 TR8 (converted to RHD and manual transmission) with a 3.5ltr carb engine. The car is in very good condition and recent upgrades have been made to the interior with leather seats, centre consul and door cards.

There is no rust (all panels are fully protected with

body sealer) and no oil leaks. Mechanically the car is in good condition and drives extremely well. Colour is Mosaic Green and the soft top works well, though there is a slight tear near the driver's door, which has been repaired.



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

FOR SALE

**1970 TR6
\$28,000**

One owner since new.

Rego: KTR 666.

Wire wheels, O/D on 2,3,4.

Travelled 54,000 miles.

Fuel system completely overhauled.

Suspension also. Loose rear axle spline - but everything else in good condition. Never had an accident.

I have the English rego plates (VRW 123 H), plus an owners manual and other bits and pieces - to go with the car.

Brian Chenu

0418 397 466.



BUY, SWAP AND SELL

FOR SALE



Original TR7 Air Con, Condenser with fan setup Now \$150 ONO

Well here is something you don't see every day, an Original, TR7 Air Conditioner Condenser with Dual Fans setup Rig, This was Original Equipment, coming out of a Californian delivered 1979 TR7 Convertible. It was in working Order. I did a V8 Conversion on the car and wasn't going to worry about putting the Air Con back in, so here it is going spare.



Triumph Dolomite Sprint Distributor Lucas 44D \$220

Very good condition.

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

Pickup from Balwyn North 3104

Contact

Scott Rankin 0414 578 990



FOR SALE

1974 Triumph TR6 Now \$40,000 ONO

Shes a 1974 Triumph TR6 Pi, 56000 miles on her, originally a USA car I am led to believe.

Beautiful condition, lovely to drive, selling due to new project...

Contact

Paul Calverley 0407 645 934

E paul.calverley@acculecpower.com.au



IAN WATT'S PARTS FOR OFFER

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



I 'fell over' at a clearing sale a complete early PI engine, gearbox, and o'drive. It had done no work for 50 years. An early wreck. This and the block below relate Centre of crank shaft. Brass spigot Note very clever spigot bearing – rear of crankshaft. Standard spigots in racing need constant renewal



Ref above.

These parts should be kept together.

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



Box of better bits Gear Box



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



Engine tear down Double chain CAM



Race tuned distributor



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



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



Assorted race and standard Camshafts



New or crack tested



Rear hubs and race lining. Datson 240Z finned drums and backing plates



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



Serviceable standard gear box



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



4 doors. Zero damage or rust

Ian Watt
Email

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

TSOA's Club Regalia Log in on the website to order.



Available in Navy & Charcol

Short Sleeve Dress Shirt
\$48.00

Navy • 100% Yarn Wicked Breathable Polyester • Standard collar with jet chest and pen pocket • Curved hem - can be worn in or out



Available in Navy & Charcol

Waffle Polo w/ Pocket
\$33.00

Navy • Classic fit • 100% Polyester for durability, 185gsm textured waffle knit fabric • designed to help keep you cool and dry



Available in Navy & Charcol

Fitted T Shirt
\$23.00

Navy • Urban Fit • 100% Cotton • 165gsm ring spun Jersey knit fabric • Modern cross seam neckband stitch • Shape Staying elastane rib crew neck



Available in Navy & Royal Blue

Weather Jacket
\$115.00

Royal Blue • Classic Fit • 100% Polyester Pongee textured finish, water proof to 6000mm rating • Diamond quilted polyfill lining for improved warmth and durability • Sealed seams enhance water protection • Removable hood with neck protector, internal storage pouch and adjustable elastic hem with toggles • Three external zip-up pockets and three internal pockets • Embroidery zipper



Polar Beanie
\$18.00

Navy • 100% Polyester Polar fleece • One size fits most

Available in Navy & Navy with Tan Peak



Cap
\$18.00

Navy & Tan • 100% Brushed Regular Cotton • Synthetic Suede Peak (Top) • Structured 6 Panel • Pre-Curved Peak • Contrast Embroidered Eyelets

NB: The pics should our logo imposed on the garments BUT the embroidered logo on the garments looks great!
To order any of the items go on-line, log on under Members >Products, select >Club Regalia

Postage (does not include the packaging)

Parcel Post flat rate packaging 5kg and under. Flat rate postage is based on size, not weight.

These prices are for postage within Australia only and **don't include the price of packaging**. Choose from mailing boxes, mailing tubes, tough bags and more. (Prices correct at time of publishing.)

Flat rate packaging	Small	Medium	Large	Extra large
Parcel Post postage only	\$10.60	\$14.50	\$18.25	\$21.95
Express Post	\$14.10	\$18.50	\$22.75	\$29.95

ATTENTION CLUB PERMIT HOLDERS

Club Membership fees will be due on the 1st of July each year.

As a Club Permit holder you must be a paid up financial member of TSOA if your vehicles Club Permit is with TSOA.

It is a VicRoads requirement that we TSOA notify them of any non-financial Permit holders. Therefore it is important you pay your membership on time.

If you have any questions. TSOA Membership contact:

Danny Holohan, email:
members@tsoavic.au

The Club Permit Scheme contact:

Trevor Norris
Phone: 0417 552 896



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The "Wedges" line up at the AOMC Brist & Euro Day. Pic Stu Smith



TR7's At Yarra Glen & Danny Murphy in action





CANPRO FEATURES

- Based on European Design
- Cam Down Filling Valves
- CO2 Purging
- 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

SPLATT ENGINEERING

Mulgrave, Victoria
+61 3 9562 2844
info@splattengineering.com.au
www.splattengineering.com.au

