

TRend

The Official Magazine of TSOAQ
May—June 2018

www.tsoaq.org.au

Official Journal of the Triumph Sports Owners Association (QLD)



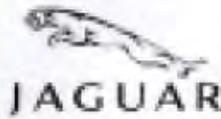
***Spitfire Values
Through The Ages***

MAC'S BRIDGE DISPLAY DAY PREVIEW

PLUS

THE HISTORY OF MAC'S IN PICTURES

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***This month in* TRend**

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Come and Join Us

The Triumph Sports Owners Association (Qld) Inc. meets on the 2nd Wednesday of the month at the Vintage and Veteran Car Club Rooms, 1376 Old Cleveland Road, Carindale at 7.30 p.m. Members are invited to provide agenda items, prior to each meeting by emailing: secretary@tsoaq.org.au.

Club Runs

The Gold Coast Chapter of the Club holds a Run on the 1st Sunday of the month. The Brisbane Chapter holds a Run on the 3rd Sunday of the month (see Coming Events for details).

Contact Us

The TSOAQ welcomes interested parties seeking membership to write to the Club or speak to our **Club Contact on 0427672 145** or email secretary@tsoaq.org.au. For more information, visit our website today www.tsoaq.org.au.

Please keep a check on the website for new events.

The TSOAQ appreciates the support of advertisers in this magazine. Acceptance of an advertisement does not necessary imply endorsement by the Club of the advertised product or service.

- * **Half page (colour) - \$240 per year**
- * **Full page (b/w) - \$200 per year**
- * **Half page (b/w) - \$150 per year**
- * **Sale or Wanted Ads. - free to Club members**

For changes or updates for all events please consult the TSOAQ website.



Trend Events

May-July 2018

May 27th Annual TSOA Mac's Bridge Display Day Belmont Shooting Complex 1485 Old Cleveland Road Belmont QLD 7.30am—1.00pm Full details at <https://macleansbridge.com>

June 1st Cars & coffee - Turbo Drive, Coorparoo from 7.00am.

June 2nd Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am.

June 2nd –3rd Supersprint meeting Round of the QLD Supersprint Series Morgan Park Warwick.

June 8-10th Sth QLD QHMC Rally hosted by Blackall Range Horseless Carriage Club

June 10th BMW Club Regularity at Lakeside Contact Daryl Tonkin for more information 07 3388 2417.

June 13th TSOAQ General meeting at Carindale Club rooms. Arrive from 7.00pm for drinks and a chat. Meeting starts 8.00pm.

June 17th Northsides run to Misty's Boutique Brewery Maleny. Contact Graeme Spender for details.

July 7th Cars & coffee Turbo Drive, Coorparoo from 7.00am.

July 8th Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure for destinations unknown.

July 8th Sprite 60th Anniversary 'Targa Florio' style event on public roads around Maleny. TSOA is one of the invited clubs. See TSOA website for further details.

July 11th TSOAQ General meeting at Carindale Club rooms. Arrive from 7.00pm for drinks and a chat. Meeting starts 8.00pm.



I COULD CLAIM THE DESIGN OF THIS ISSUE AS MY OWN BUT SADLY IT ISN'T ALL MY WORK. MANY THANKS TO MADISON FOR YOUR PATIENCE AND SKILL.. HOWEVER I WILL NEED A NEW DESIGN CO-ORDINATOR AND IF ANY MEMBER OR FRIEND IS FAMILIAR WITH MICROSOFT PUBLISHER AND HAS A FEW HOURS EVERY FEW MONTHS TO HELP OUT PLEASE CONTACT

THE EDITOR.

The President's Thoughts.....from Phil Strong

The biggest event of the year for our club is upon us. The "Sports & Classic Car Festival" Aka the "Ol' Max Bridge"

Now located at the Queensland Rifle Assoc.,HQ at Belmont with easy access from the Gateway Motorway and Old Cleveland Road.

Please promote this event to all of your enthusiastic auto loving mates. The more the merrier.

Michael Taylor, Geoff Johnson, Murray Clark, Richard Graveur are the main organisers so we need to support them vigorously. Your attendance is required as volunteers to help share the hours of toil that are placed upon our collective shoulders to ensure the club gains the greatest benefit.

Polish your pride and joy and we will see you there for the ultimate auto extravaganza in Queensland.

Unfortunately, mine will be hiding in the garage surrounded by mud, & paint smears, creaking with crushed panels.

The 2018 Nationals meeting is getting closer and if you are wanting to enjoy great social events then contact Graeme Spender or go to our website – tsoaq.org.au

In Toowoomba this month we have the David Hack Classic in the grounds of the Toowoomba Aerodrome, Spitfire Street. Looking further to the future, our 2018 Xmas party venue and the caterer have been confirmed.

Our editor is looking for stories and photos of our recent events so please contribute your experiences directly to Cliff asap. [He is very edgy!!] Not much time for me to say more so looking forward to seeing at the next event.

Cheers, Phil



Looking Back At Mac's Bridge—A Bit of History

The high point of each year's TSOA events calendar is the Mac's Bridge Display Day.

The event is named in honour of its original location; a paddock alongside the Mt Lindesay Highway about 40 kilometres from Brisbane City.

Today the event occupies the rolling ridges of the Queensland Rifle Association's Belmont range, with almost unlimited display space for hundreds of Queensland's finest and most interesting cars. Maclean's Bridge Organising Committee member Mike Taylor talks us through a journey from the earliest days of the 'Mac's Bridge Mother's Day Display'.

Maclean's Bridge Organising Committee member Mike Taylor talks us through a journey from the earliest days of the 'Mac's Mother's Day Display'.



The event as far as we know was first held in 1975 and for 35 years, on Mother's Day, the Triumph Sports Owners Association of Queensland was the host club for the MacLean's Bridge Sports and Classic Car Display.

This iconic event was held in the Tully Memorial Park where the Mt Lindsay Highway crosses the Logan River at South MacLean. The event grew with the times and owes its longevity to the faithful support of invited car clubs, individual owners and past and present members of the TSOAQ.

This special day, devoted to "sports and classic sporting cars", has aimed at preserving the many endearing characteristics of sports cars of the past and those more modern examples that are developing "classic" status.

For the TSOAQ and its supporters it has been the means of showing the public something of the unique driving and ownership experience that we enjoy and that others can aspire to. All marques with sports and classic models have been invited to participate in the display, show their cars and share in the enjoyment of the wide variety of motoring innovation that has been attracted to MacLean's Bridge each year.

Marques represented include; Triumph, Austin Healey, Jaguar, MG, Porche, Alfa Romeo, Ferrari, Ford Cobra, Lotus, Morgan, Maserati, Datsun, Toyota and Aston Martin to name just a few. As the event has grown over time the venue has remained unchanged.

Over the years some exceptional cars just emerging from restoration or recently arrived in Australia made their 'debut' at Maclean's Bridge. The variety of cars on show was also amazing, with \$5000 'starter' classics sitting opposite multi-million dollar exotics.

More fascinating history from the 40+ years of Mac's Bridge Display Days

Successive organizing committees of the TSOAQ have become increasingly concerned with safety at the MacLean's Bridge site because of the ever increasing traffic numbers on the Mt Lindsay Highway which intersects the park. Given the incidence of annual "near miss" events the club became concerned that the potential for a serious accident was increasing.

The lack of suitable parking, the low general amenity of the site and a desire to provide an event and facilities in keeping with public expectations motivated the TSOAQ event management team to look for a site that addressed these constraints. In the process the Committee also considered the suitability of the traditional event date of Mothers Day each year.

Because of the significance of that traditional date it was given lengthy consideration over a number of years but ultimately a final decision to move from that date was based on the feedback from long time supporters of our event.

Over the years, Mothers Day celebrations for the sports and classic car community have changed from a drive and picnic in the park to a variety of other ways of celebrating the day, with event supporters increasingly having to leave MacLean's Bridge early to attend family Mother's Day activities, often quite some distance away.

When arrangements for an alternate site were finalized the time was also right to move our event date to one week after Mother's Day providing greater opportunity to celebrate both occasions to their fullest.



The result was a move in 2011 to the revamped Lakeside motor racing circuit at Kurwongbah; a venue with abundant space and outstanding facilities. At Lakeside, cars could park in the extensive paddock area behind the pits or along the circuit's main straight. It took a good set of lungs and walking shoes to see all of the displayed vehicles but worth the journey.

All of this came at a cost however. The venue was expensive to hire and a long distance for some participants to travel. The decision was taken in 2013 to move the renamed 'Mac's Bridge' Display Day to Griffith University's Logan Campus at Meadowbrook. Attractions of this venue included its central location and plenty of space. What couldn't be controlled was the weather and after a couple of poorly-attended events and a change to the Uni's policies on vehicle parking.

2016 saw Mac's Bridge move to its new home at the Belmont Shooting Complex, just 30 minutes from the centre of Brisbane and easily accessible from north or south via the Gateway Motorway. Belmont with its 500 metre firing ranges offers abundant space to display cars and no need for participants to queue on a busy road when waiting to enter the venue.



For 2018 the Committee has made further adjustments to ensure the event is even more people friendly. There are more toilets closer to the venue and a greater variety of on-site food vendors.



MEMORIES OF MAC'S 1990s-2017



Introducing

The Editor



Hello there.

Sorry it has been a long time between issues but having been cajoled into the job I will do my best to make forthcoming editions of TRend interesting and informative.

In taking on the job I am under no illusions that my basic design skills will ever match the stunning creativity of retiring Editor Monica Spender. However, with involvement from the membership let's see if we can make the TSOAQ journal a great place to share experiences and information.

In addition to being brand new to the TRend editorial chair I am a relatively new to the Club, having joined in mid-2016. However, I do bring vivid memories of Triumph products going back to my first day at school, almost 60 years ago.

It was a small school and only three of the teachers had cars. One by the name of Mrs O'Brien was a tall, blond 30-ish stunner with long legs invariably encased in black slacks. I was with a group of brand new kindy kids all looking bewildered when a raspy downshift announced the arrival of Mrs O'B in her white TR3A – I remember it was an 'A' because it looked to be permanently smiling – complete with hardtop. Unfurling her mile-long legs from the cramped cockpit she stared piercingly at us, said "Please don't go near the car, children" and strutted off.

Fifteen years later the first car I would personally own was also a Triumph. Not a TR but a 1965 model 2000 in British Racing Green. It looked and went OK but that car had a few more issues than the dealer who eagerly dropped the price from \$1299 to \$1100 was admitting.

Two days after buying it, one of the Pirelli-pattern recaps parted company with its cross-ply casing and I knew that ours was going to be a rocky relationship.

A year slugging it out in the heat of BHP's Newcastle Steelworks saw me save enough to fund something better. After dallying with various possibilities including a gorgeous Carmen Red Jaguar 3.8S I stumbled upon another 2000. This was a 1969 model, Melbourne built and probably one of the best Mark 1s in existence at that time.

During six years it had done 62,000 miles and been owned by an engineer who documented every dollar spent on service and maintenance. Even the NRMA inspector who gave it a page full of ticks said "Nice car."

If the newcomer's life had been easy for those first years of existence, the next couple were going to whiz by in a blur.

In addition to camping holidays to Queensland and throughout NSW, the 2000 would every second weekend zip up and down the newly opened freeway from Sydney to Newcastle so my girlfriend could visit her mother and I could maintain my links to speedway racing.

Along the way it gained rebuilt carbs, stronger valve springs, a competition clutch and suspension upgrade by the legendary Allan Heasman. Fat wheels and Bridgestone rubber delivered surprising grip and when I attended an advanced driving course at Sydney's Amaroo Park race-track, mine was the car the instructors were most likely to 'borrow' when demonstrating a new technique.

Eventually I needed a tow car and into my life came a V8 Leyland P76. The 2000 was traded for excellent money and moved on to a hopefully less frantic existence.

During 40 years' working in and around the motor industry I have been fortunate to experience a huge range of models, from a frightening Ford RS200 Group B rally car to a 1913 Buick and lots in between.

However there was always a hankering for another Triumph and years passed before a 2500S that looked like it might be fun began appearing on a few vehicle sales sites. It had been part-converted for tarmac rallying and the money the hopeful owner was asking was unrealistic but a deal was eventually done. The intention in acquiring the car was to document its (and my) adventures through the pages of *Unique Cars* magazine, including preparing and running the car in Dirt Sprint events conducted by the Ipswich West Moreton Car Club on their challenging layout alongside Queensland Raceway.

Needing to take care with a new engine means my next attack on the dirt circuit is some months away. Meanwhile I intend getting to as many Club Runs as possible and enjoying a distinctive car that goes OK and sounds a fair bit faster than it is. That's my story, or part of it. Now to business.

A magazine such as *TRend* doesn't maintain interest without varied and interesting content that reflects a range of member perspectives.

I have some ideas for articles and I suspect every other TSOA member has a tale to tell as well. So I want to hear from YOU. The story doesn't need to involve a Triumph and you don't even need to write it yourself.

My aim is to deliver a new issue of *TRend* every two months and include coverage of every Club Run or Display that members attend. I hope to attend many myself but I will be asking at meetings for volunteers who can provide reports and pictures from various outings.

See you at Mac's

Cliff Chambers

Editor

NEXT ISSUE

THE TR6 AT 50

**Does your TR6 have special history, won some trophies, been somewhere unusual?
Call me on 0417 794880 or contact automoto1@bigpond.com so we can chat about your car and arrange some photos.**





Newsflash

Dear David,

Please see the following editorial from the DIBP Communication and Engagement Branch reminding importers of their obligations, due to the ABF's recent detections of asbestos in motor vehicles.

Asbestos in motor vehicles - obligations of importers

Asbestos—know your obligations

The Australian Border Force (ABF), Australia's customs service, is reminding importers, especially of motor vehicles and parts, that Australia has zero tolerance for asbestos. Products with any level of asbestos, regardless of age, are prohibited for import into or use in Australia. It is the responsibility of importers to ensure that imported goods do not contain asbestos.

Since 2003, the Australian Government has prohibited the importation of goods that contain any asbestos, and placed a complete ban on the domestic manufacture and use of all types of asbestos and products containing asbestos. As part of the Government's asbestos prohibition, the ABF actively targets products suspected of containing asbestos.

Recently, the ABF has detected asbestos in a number of motor vehicles and parts, including brake pads and gaskets. Recent detections include a 1981 Chevrolet Corvette (brake pads, water pump and gasket), a 1963 Ford Falcon (gasket) and the brake pads of golf buggies, an electric scooter, a 1954 BAS Bantam motorcycle and a 1971 Mazda RX-2.

It doesn't matter how old the vehicle is, or what type it is—if we suspect it may contain asbestos, we will request assurances from the importer to ensure that it doesn't.

In a number of countries, there are few to no restrictions on the use and supply of asbestos. Local standards in some countries may even classify goods as 'asbestos-free' when low levels of asbestos are actually present. Many products containing asbestos can be ordered on the internet and will often claim to be 'asbestos-free', even though they have some asbestos content. As a result, asbestos can be unintentionally and unknowingly imported into Australia, even in new products.

Our activities are not designed to impose undue inconvenience or cost to importers. Targeting, stopping and testing high-risk goods is an important part of protecting importers and the wider community from the significant dangers of asbestos. We are also focused on ensuring importers are aware of their obligations so we can be assured that goods don't contain asbestos before they reach Australia.

Goods held at the border for asbestos testing can mean delays and significant costs to importers, including storage of the goods while testing is conducted. The potential for these additional costs can be reduced by ensuring your goods do not contain asbestos before they arrive in Australia.

If you or your clients are importing goods, find out about the assurances you need and requirements for testing for asbestos at www.border.gov.au/asbestos.

CBFCA Team



The Mac's Bridge Display Day has long been regarded as one of the most significant events on the Queensland car show calendar.

Snare a trophy at Mac's (or Maclean's Bridge as it was for many years) and you have prepared your vehicle to a very high standard indeed.

Trend asked TSOA Chief Field Judge Tony Cook to walk us through what happens on the day and how entrants can give their cars the best possible chance at success.

"In the early days of the Macleans Bridge the event attracted mainly British and Italian cars presented however the scope has been broadened to include Australian, Japanese and American vehicles," Tony recalled.

"The country of origin is not related to classes but in some sections we do see a preponderance of cars from a particular country. 'Pre 1970 Sports Cars' for example, will overwhelmingly feature British roadsters."

"The number of judges varies. For the huge Macleans Bridge At Lakeside events, I had a judge for every category. Last year three judges was sufficient, this year I have four. Cars are judged according to categories which are divided into classes. The sample Results Sheet shows how Classes are divided amongst a diverse field."

How a judge organises his time is his responsibility. Judges are encouraged to make an overall assessment of the cars in each allotted class before short listing to say, half a dozen then about three. The amount of time spent on each car is the judge's decision. An experienced judge, either through past events or solid automotive knowledge, can quickly decide if the vehicle is worthy of further investigation.

Judging must be completed by a deadline which the Event Coordinator provides. We can't start judging until most cars have arrived. Once judging has commenced it is at the judge's discretion if a late arriving vehicle is assessed.

Given the size of the venue and time frame, it is reasonable to expect owners are present when the judges are active. Cars without owners present are not judged.

As Chief Judge, Tony Cook is responsible for collating the results then providing them to the Coordinator who administers the announcements and trophy presentation.

The overarching principle of Field Judging can best be summarised by an instruction that Tony wrote for new judges some years ago:

The guiding principle of Field Judging is the car must represent an excellent example of its make and model; cherished not closeted, prepared not perfect, and most of all....driven. Yes that's right, actually used as the manufacturer intended.

Therefore, the overall condition of the car is assessed. Over-prepared cars, concours cars or cars departing significantly from manufacture's original specifications will not be judged. Again to quote instructions:

“Remember you are not a Concours Judge so not necessary to get under it, start engines or look for hidden grime. Your selection is subjective. You can take account of factors such as frequency of use, originality and even the enthusiasm of the owner for enjoying his car. Examples would be a racing car that actually races vs. a one prepared for the track but never turning a wheel, or a classic sports car on concessional plates vs a sports car rallied interstate.”

Field Judging does not assess particular areas on the car in the manner of a Concours de Elegance. It is the overall presentation that determines a car's position. We look for the quality of the car in its presentation and as reflected by the enthusiasm of the owner.

As above, regarding 'major departures', cars exhibiting significant change from originality will not be judged. Of course the examples are endless but suffice to say, non-original interiors, garish paint, oversize wheels, non standard engines qualify to be avoided. It isn't a case of losing points because a running score is not being tallied.

As a Concours judge as well, I know 'originality' is often controversial and can attract rancour and debate," Tony said.

"I rely on my judges to know their cars and while we would not spend time on a hot rod as it is not in the spirit of our particular event, sympathetic period additions such as a Halda Twinmaster in the dash of a big Healey would be acceptable. Fat mag wheels on a MGA would not."



"I have judged cars where the owner has gone to extraordinary lengths to source period correct items and then put those items to work in a car that is being used frequently. This is impressive and rewarded accordingly."

It is easy for an owner to do well in field judging. Simply present a cherished vehicle. It is not necessary to arrive early and clean the car as normal road grime is not a factor. Officials arrive before 7am but the grounds open later.

"The sort of people who become field judges are those who have a wide knowledge of cars in general and special cars in particular. Judges at Mac's know their categories. Have all judged before. I guess the training is spread over a lifetime. The job is completely voluntary. The Club asked me years ago to draw up a team and judging guidelines."

Tony's final advice revolves around the nature of the Mac's Bridge event and how it can best deliver an enjoyable experience for entrants, spectators and organisers.

"The TSOA doesn't discuss results with any entrant, he emphasised. "The judges' decision is final, made in good faith."

Entering the 'Field Judging' is solely at the discretion of the owner. A card advising same is placed on the windscreen. This does not guarantee the car will be judged but it definitely will not be if no card is displayed. If a vehicle has a card and the judge decides it's worth closer inspection, but the owner cannot be found quickly, the judge will move on and may or may not return later.

Mac's Bridge at Belmont is one of Queensland's premier motoring events, attracting a diverse variety of the state's most interesting vehicles. If you've been a member of the TSOA for a while but never been to a Mac's event then try to get along. And bring your special car – showpiece or not – as well.

LOOKING BACK AT MAC'S





MORE OF MACS 2016-17

WHAT'S IT WORTH?

a look at spitfire values — 1980s until now

Back in the days when people in Australia could afford a house AND a piece of local muscle machinery to fill the garage, your Editor hit upon the idea of writing a book that tracked the values of older-model cars.

I wanted to call it something like *The Australian Car Collectors' Guide*. My Publisher had other ideas and the controversially-titled *'Making Money From Collectable Cars'* led me into a career that continues to this day.

When considering content for this and future editions of *TRend* I thought that tracking Triumph values via the pages of *'Making Money'* and the later *Unique Cars Value Guide* might be interesting to members.

First up, let's take a look at how the Spitfire was viewed in the market.

TRIUMPH SPITFIRE (From the pages of *'Making Money From Collectable Cars'* 1988 Edition

"In 1962 the Spitfire appeared in a form that made it appear little more than a rebodied Herald convertible. However the Spitfire was very much a model in its own right and which deserved greater success....."

"In poor condition the Spitfire doesn't rate highly and can be found for under \$2500. Usable but not immaculate cars cost \$4000 to \$6000 with the very best examples now around \$10,000. If given the chance, always pick a car with overdrive and the optional hard-top but be wary of wire wheels unless they are in good condition."

Not such a glowing reference for the Spitty but it's always best to read the last paragraph before moving on.

"Affordable, easy to maintain and comfortable, the Triumph Spitfire is successfully fighting back in a market which once could see only the faults of this interesting car."

In 1995, seven years after *MMFCC* was published came the very first *Unique Cars Value Guide*. So had anything changed?

"Small Triumph sports cars used to be cheap when compared with Sprites and the MG Midget. Good Spitfires are now hard to find." and values are matching the BMC brands. Good-quality early models cost \$6000-7000, Mark 3 and 4 versions can reach \$10,000."

So not a lot of movement at all since the 1980s and it was still possible to snare a decent Mark 1-3 Spittie for under \$10K.



Heading into a brand-new Century, the 2000-01 Edition showed via a survey of 20 Spitfires Average Values ranging from \$8900 for early cars to \$9980 for Mark IVs. That was an improvement, albeit minor, on the recession-affected 1990s.

Five years passed and by 2005-06 the **Value Guide** had progressed to full colour. And what did it have to say about the Spitfire's 21st Century prospects?

"The Herald-based Spitfire offered better equipment than the BMC Sprite and today is slightly more expensive. A late-1960s Spittie with improved suspension and in very good condition is likely to cost \$12,000."

Sooo...outgunning the Sprite/Midget by a whisker and with good Series 2 and 3 cars now well into five figures, were Spitfires threatening to become seriously desirable?

If they were then the path to superstardom would be blocked by some financial market mischief called the Global Financial Crisis. Unlike a lot of high-end and high performance models though, the Spitfire's market didn't collapse in a heap.

In fact it didn't move much in any direction at all and in lieu of being repetitive my comments, in the 2013-14 EuroBrit Value Guide gave a nod to TSOA clubs across the nation.

"A vigorous Owners Club makes light work of finding Triumph sports cars and then providing a programme of events where owners can enjoy their cars."

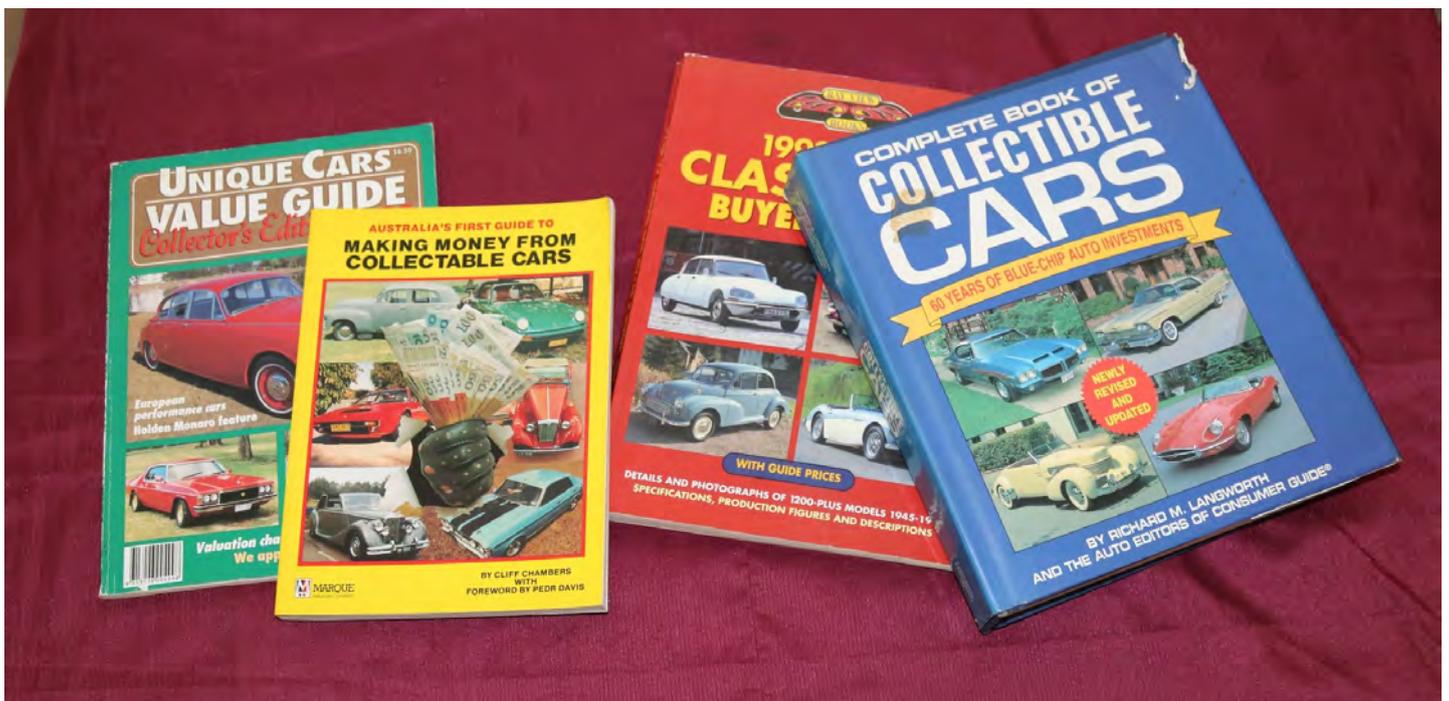
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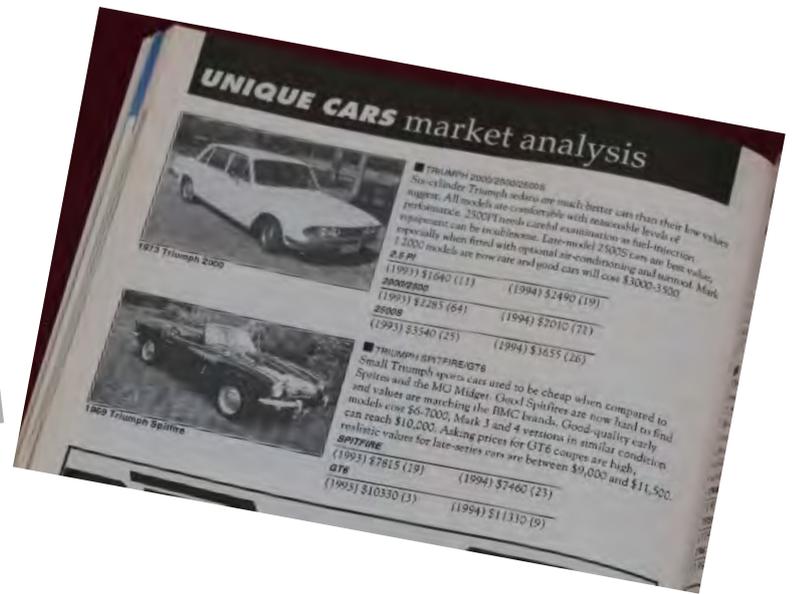
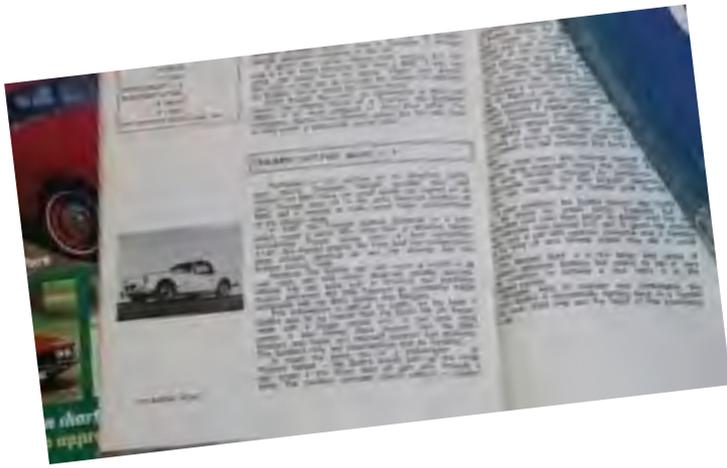
International publications were generally keen on the Spitfire as a fun car but less than ebullient about its investment prospects.

The Complete Book Of Collectible Cars published in 1994 by the US-based Consumer Guide described Mark 1 & 2 Spitfires as:

"Simple, fun and above all charming, although some of that charm would be lost in later editions."

Looking to the UK where cars on offer were plentiful but condition often was pretty poor, prices remained low.





The Consumer Guide listing included a Value Tracker which showed just how cheaply a Spitfire could be acquired in a market where literally thousands were available. Basic cars cost US\$2000, with 'Fine' examples of the 1964-67 Mark 2 listed at US\$3500-5000.

Prospects for growth weren't rosy, with an expected increase of just 3 percent annually between 1995 and 2005. Those predictions were pretty right too, because that change was similar to the price movement experienced by cars in our market over the same period.

Looking to the UK where cars on offer were plentiful but condition often was pretty poor, prices remained low.

Early Spitfires were described as **"...doing a good job of extracting sporting character from essentially a Herald chassis"**, with later ones gaining praise for **"extra power, bigger brakes and a simple change that improved an errant rear end."**

Bay View Books' *Classic Car Buyer's Guide* shared the well-researched value scales from 'Classic & Sportscar' magazine. In 1998 it suggested a Mark 1-2 in Condition A (not concours but not bad either) would be worth £4000 or about A\$8500 at the ruling exchange rate. In contrast to Australia and the USA where later models cost more, Mark 3 versions in the UK were slightly cheaper.



Run to the 20th Anniversary

DAVID HACK CLASSIC

Each year since 1999 an event has been held in Toowoomba to raise funds and awareness of an affliction that impacts many lives.

David Hack was a young Toowoomba-based photographer with a passion for photography and classic cars. A member of the Toowoomba South Rotaract club and freelance contributor to national magazines, David was diagnosed with non Hodgkin's lymphoma in 1996.



Photo Courtesy David Hack Classic; Facebook Page

DAVID HACK CLASSIC

During the subsequent three years he underwent chemotherapy, radiotherapy and a bone marrow transplant. During his final weeks David planned a big birthday bash for his 28th birthday at the Toowoomba Aerotec hangar with family and friends against a backdrop of classic and exotic cars and historic war planes. Unfortunately David passed away two days before the event.



A detailed event poster for the 'David Hack Classic Meet 20th Anniversary'. The poster features a collage of classic cars and a biplane. Text on the poster includes: 'ROTARY CLUB OF TOOWOOMBA NORTH INC.', 'AEROTEC', 'SUNDAY, 20th MAY, 2018', '7:30 am to 2:30 pm', 'AEROTEC HANGAR Spittles Street TOOWOOMBA CITY AERODROME'. It also lists ticket prices: 'Exhibitors: \$10 per vehicle', 'Public: Adults \$15, Children 12 and under FREE, Family: \$40 (2 adults & teenagers)'. The event is a 'Fundraiser for Blue Care Leukaemia Foundation and other Charities'. Logos for sponsors like ATM, Elders Insurance, and WIN are visible at the bottom.

David Hack Run (continued) 2018

Geoff Johnson was among the TSOA members from Brisbane and other regions who attended, took some photos for us and provided an overview of the event.

A beautiful Toowoomba morning for the David Hack Classic 20th Anniversary. It was wonderful to see a good turnout of 400 to 500 cars. The planes and cars were both back after a disappointing 2017 show.

There were nine Triumphs from TSOA and TR Register plus displays by the Fiat Club, MX5 Club and Mini Club. Various Holden, Ford, American and Hot Rod clubs were in attendance also.

Some of the Triumphs came back through Gatton and via the automotive-themed Shed Diner. Good roads, good company, good food & coffee.



SPECIAL INTEREST VEHICLES SCHEME

(HISTORIC REGISTRATION)

The season of the Senior School Formal is upon us and many owners of older vehicles receive requests from friends, neighbours and family members to provide transport to events in their 'special' vehicle.

Where the car is on full registration there is no restriction, provided that the service is provided at no charge.

Where the car is on Concessional (Historic) registration the rules are somewhat different so to avoid confusion and justify saying 'no' to persistent people, the following list of Special Interest Vehicle restrictions was extracted directly from the QLD Transport web-site.

Only financial members of an Approved Car Club or other Approved Organisation can participate in the Special Interest Vehicle Registration Scheme. If you have not paid your membership and your vehicle is on Historic registration it is unregistered and should not be driven.

Conditions and restrictions

You and anyone driving your special interest vehicle must only use the vehicle for:

Participating in rallies organised by incorporated vehicle clubs or events sanctioned by the Australia Street Rod Federation (ASRF). Note: a rally is a social event whereby a parade of special interest vehicles travel together for competition or to meet at an agreed location. Rallies are usually listed in a incorporated club newsletter or on the incorporated club's website or social media page.

Participating in processions for which a Special Events Permit has been issued under the *Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015*

Exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes

Ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces

Preparing for, proceeding to, and returning from the above activities

Direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale

Travel in order to have the vehicle repaired. There is no distance restriction, however such travel must be reasonable and justifiable by the vehicle operator

Road testing within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

Your 2018 Management Team

Executive Committee

President Phil Strong (07) 3390 1790

phil@theenergycentre.com.au

Vice President Frank Jacobsen (07) 3356 1727

Secretary Mike Taylor 0417 193 611

Treasurer Richard Graveur 0439 626474

Ex Officio Positions

Membership Secretary Richard Graveur (07) 3857 3850

Concessional Registration Richard Graveur (07) 3857 3850

Club Contact Mike Taylor 0417 193 611

CAMS Delegate Darryl Tonkin (07) 3388 2417

Librarian Frank Jacobsen 0407 650 703

Web Administrator Phil Whiteley 0411 512 660

Providore Geoff Johnson 0413 734 977 Club Historian/Librarian Frank Jacobsen (07) 3356 1727

Editor Cliff Chambers 0417 794880 automo1@bigpond.com

Points Secretary Rita Bingham (07) 5596 1870

Gold Coast Rep. Paul Bingham AH (07) 5596 1870

Sunshine Coast Rep. Ian Black 0418 211 655

Darling Downs Rep. Graham Thompson 0411 039 985

Events & Drive days Graeme Spender 0411 415 369

Marque Captains

TR2/3/3B Greg Parker 0413 437 023

TR4/4A Graeme Spender 0411 451 369

TR5/250 Eric Burgaty "the 2nd" 0431 014 697

TR6 Gordo Reynolds 0419 730 176

TR7/ TR8 Phil West (07) 5543 6466

Sedan Mk 1 (63-69) Steve Phelan

Sedan Mk 11 (70-78) Gary Parker (07) 5541 3480

Dolomite/Sprint Gary Parker AH (07) 5541 2709

Herald/Vitesse Richard Graveur (07) 3857 3850

Spitfire Geoff Johnson 0413 734 977

GT6 Colin Jacobson 0408 397 993

Stag Peter Connor 0448 224 778

Pre-War (1923-1939) Terry O'Beirne 0417 687 161

The Committee meets on the 4th Monday of the month at the Club rooms at 7.00pm and Club Meetings are held on the second Wednesday of each month at 7.30pm.



Interior light (complete) for Triumph 2500S. Should be the same as in other Mark 2 Saloons and I am told also used in later GT6.

Please contact Cliff Chambers 0417 794880.

Collector die-cast vehicles, UK made ONLY. Corgi, Dinky, Matchbox etc 1940s-80s. Excellent only nothing from the sandpit please. Collections welcome. Cliff Chambers 0417 794880





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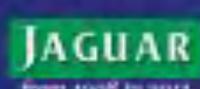
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