

TRend

January-March 2019



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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***

TRend Events

January 2019– March 2019

Jan 19th Cars & Coffee Jindalee 6.30am

Jan 20th Club Run To Witta Enjoy Richard Graveur's hospitality and marvel at his array of cars. Bring a picnic lunch. Full details of meeting place and times will be on the website

Jan 24th GEAR Day at Queensland Raceway 8.00am

Jan 26th Bayside Restorers' Australia Day Display Classic Vehicle Display Ormiston State School Wellington Street Arrive from 7am, breakfast available

Feb 1st-3rd Liquid Moly Bathurst 12 Hour. Watch it on TV and wave to people in the crowd you might know.

Feb 2nd Cars & Coffee Turbo Drive Coorparoo from 6.00am

Feb 10th 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

Feb 13th ANNUAL General meeting at Carindale Club rooms. The big one. All Committee positions are up for election so if you feel you could assist in management of the Club or in a supporting role please nominate. Arrive from 7.00pm for drinks & chat.

Feb 16th Cars & Coffee Jindalee 6.30am

Feb 21st GEAR Day Lakeside Raceway 8.00am

Mar 2nd Cars & Coffee Turbo Drive Coorparoo 6.00am

Mar 3rd 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

Mar 9th ICC Sprint Morgan Park Warwick 9.00am

Mar 13th TSOAQ Monthly Meeting Carindale Club Rooms. Arrive from 7.00pm for drinks & chat.

Mar 21st GEAR Day Queensland Raceway 8.00am

March 31 9.00am-12.00 at Carindale Club rooms the TSOAQ Bring & Buy Sale Opportunity to sell or swap unwanted parts and other Triumph-related material For times and final details see the website.

WANTED

YOUR stories, memories and especially photographs of Triumphs and Triumph-related events now and in the past.

Also if you attend a Club run, see an interesting car advertised somewhere or come across an odd object in your shed (no lost relatives please) we want you to share it with the other members.

My contact details are:

Email—automo1@bigpond.com

Mail Cliff Chambers Editor TRend PO Box 7272 Redland Bay 4165

Phone 0417 794880

If you just want to call and tell me a story that's OK. I can record the call and fill in the gaps later on. There must be hundreds of funny, sad and informative tales out there and we want to know about them.

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

Hoping Christmas was merry for you and your family! It is still the season to be Jolly!!

We have finalised 2018 in good shape as a Club and now give thought to a new committee, so please give some serious thought to nominate yourself to the vacancies of the committee who will step down in February.

If you can take over a position and help improve the club at the AGM in February please nominate.

Our membership is holding steady at the moment but we are pleased to see some new younger members join our ranks. Welcome to all of our new members!! Hope you get to enjoy your vehicle on our runs with us.

I invite all members to think about writing a story from their sports car past. The history of our Triumphs are all worthy of being passed onto our mates. You can find photos ??? Even better!!! Send them along to the editor with the details.

The 2018 Nationals are completed. My absence was regrettable but my work has a priority over my interest. Graeme Spender and his motley crew aka enthusiastic committee are to be highly commended for their efforts. Their commitment to plan, check and prepare in such detail shows that their intentions were fulfilled with a fantastic event. I salute you!!! We have had fantastic events all through the 2018 year and we will enjoy many more for 2019.

One member has had an enormous time as he travelled with GT6 to Europe & UK for lashings of motor sport. Pit crew included. Well done Roy & Colleen Davis. I have been able to get my TR7 Spider back on the road in the past weeks of November and look forward to more TRiumphs in the new year.

I wish you good driving as you get your favourite TRiumphs back on the tarmac. Not much time for me to say more so looking forward to seeing at the next event.

Cheers.

Phil Strong



Update on Use of SIVS Registered Vehicles

There has recently been what amounts to a clarification in the way in which TMR interprets the rules in relation to SIVS registered vehicles. As many members are aware TSOAQ together with a few other clubs have requested that Queensland Historic Motoring Council who represent the affiliated car clubs to Government, lobby TMR to change the existing SIVS rules to a log-book scheme that is used in most Southern States. The logbook was seen as a scheme that would allow increased car use by members living in regional areas or having multiple vehicles. QHMC have resisted requesting the changes however the attached Bulletin 2018-1 appeared on their website in November which is self-explanatory.

In order to take advantage of these changes, TSOAQ have upgraded their website and added an additional calendar for "Impromptu Events" so that any financial club member can log into the website and add their own impromptu or single vehicle event. Instructions for entering an impromptu event have been placed on the TSOAQ website.

The committee draw member's attention to the final two paragraphs in the QHMC bulletin pointing out remaining limitations on use and that the relaxation of rules is a privilege which should not be abused.

Events can only be entered by financial club members and have to be entered prior to the start of the journey. The committee will be regularly monitoring the impromptu calendar to ensure the guidelines are being followed.

Build It And They Will Come

Queensland hosts the 2018 TSOA Nationals

Secretary Mike Taylor takes those members who could not attend the recent Triumph Sports Owners' Association National Meeting on a guided tour of the event from a participant's point of view.

2018 was Queensland's turn to host the TSOA National conference and the National committee selected Salt Resort at Kingscliff as the venue, which turned out to be an inspired decision, even if it is over the border. Finding an acceptable venue with undercover parking for 40 or 50 Triumphs is never easy.

On the first day we arrived at about 1.00 pm after a very hot drive down from Burpengary, the Stag roof was up to give some shade and to ensure that the luggage stacked on the rear seat arrived with us. After checking in we located our room which was excellent with separate lounge area and kitchen, although there were notices everywhere warning of dire consequences if anyone used the kitchen and inadvertently set off the fire alarm. As things transpired the excellent national's organisation and hotel catering made a kitchen superfluous except for brewing a morning cuppa.

We then went to reception to register for the event and were presented with a cooler bag, scarf and bottle of wine. Then it was off to the adjacent beach for a piston throwing competition that was great fun and a way of meeting members from other clubs. It was then into the bar for a happy hour where each delegate had been supplied with two drink vouchers. Then to an event welcome dinner where the weeks programme was explained and entertainment was a team's trivia.



LET THE FUN BEGIN

Day 2 was a show and shine and Melbourne Cup Lunch at the village pub. All the Triumphs were lined up on the green in front of the hotel, those cars for judging in a separate line. Geoff and I were judges and were amazed at the quality of the cars, making our job extremely difficult. The winner was a TR5 that had recently been subject to a professional restoration with no expense spared.

The Melbourne Cup lunch was a fun afternoon with fancy dress and of course included watching the cup on a big TV, cheering on the horses we had drawn in the sweepstake. Afterwards there was a happy hour in the bar after which individuals could decide where they were going to eat from the selection of restaurants in the village.



Show & Shine Winner

The Nats Continues...More TSOA adventures in the wilds of Northern NSW

Day 3 was the choice of track day at Norwell or an organised bus tour to Byron Bay Lighthouse and Bangalow. I went as a visitor to Norwell and it was an enjoyable day. Those taking part were split into groups for timed laps on the track, followed by a timed run through cones on the skid pan. After we were given a barbeque lunch prior to the drive back to Peppers and the obligatory happy hour in the bar. Pizza vouchers were supplied to all but not being a pizza lover, Carol and I visited another eatery.

Day 4 was a drive day where we were split into two groups for a pleasant day in the hinterland. We were attached to the Peter Connor led party and had a pleasant drive down the coast to Brunswick Heads then to Billinudgel for morning tea. It was then inland through Stokers Siding to Uki where we had a huge lunch at the rebuilt Mt Warning Hotel. It was intended that we then go to Clarrie Hall Dam but the road was closed so we returned to the resort through Murwillumbah. In the evening busses were organised to transport us to the Kingscliff bowls club for barefoot bowls and BBQ dinner.

Day 5 was an observation day with both groups leaving for same destinations 15 mins apart. We drove south to Pottsville then on to Burringbar for tea and completion of a questionnaire, before heading to Murwillumbah for lunch and more questions to be answered.

We were booked into a private showing of "As Good As It Gets" at the Regent Cinema, it was then on to the Margaret Olley Gallery for drink and snacks on their deck with spectacular views, then dinner in their excellent restaurant.

Day 6 we were again broken into out two groups and went on the drive that other group completed on day 4. We drove inland to Tumbulgum then north to Tweed Heads and Currumbin before heading south towards Murwillumbah, stopping at Pasture and Co for morning tea. It was then on to Natural Bridge for a walk down to the creek before heading to Tyalgum for a pleasant lunch in their garden. It was then back to the hotel to happy hour and preparation for the Grease themed farewell dinner (the film, not the stuff you get under your fingernails when working on your Triumph). Again Peppers turned it on for us with an excellent meal during which the awards were handed out, WA gave a presentation on the 2019 Nationals and we had an auction which together with the profits from Mel Johnson selling poppies for Remembrance Day allowed the club to donate \$1161 to Legacy.



Although the Nationals got off to a slightly shaky start with some criticism from Victoria and SA, it was an excellent enjoyable week that was a credit to the organising committee and the club. Committee members from both those States expressed their apologies about their club's poor support of the event and praised the organising committee on an outstanding Nationals their members were the ones who ultimately missed out by not attending. Everyone I spoke to and subsequent emails have praised the venue and organisation, only negative I received is that it did not go on long enough. Our nominated complaints officer Gordo Reynolds did not get a single complaint rendering his baseball bat redundant. Many thanks to one and all for a memorable event.

Pic left: Judging the Best Dressed Lady On Melbourne Cup Day

Pic right: TRs heading into Hippy Country. On the road to Bangalow.



Splashing It to the limit. John Stokes in the TR8 looking good on the skid-pan.

More from the 2018 Nationals





Above: Lunch? Again??

Right: Best Dressed At The Melbourne Cup Day Party

Below: On the grass at Salt waiting for the judges



MAJOR AWARD WINNERS TSOA NATIONALS 2018

Pride of Ownership (Display) David Kaiet TR5

Norwell Fastest Lap John Stokes TR8

Skid Pan (Norwell) John Whittaker Spitfire

Regularity (Norwell) Barry Tanton TR3A

Observation Run Roaul & Janine Cook Stag

Lawn Bowls Ron Marian

Ironman NSW Team

Best Dressed Warren & Helen Carter

Surf's Up Gunther Kaindl

Melbourne Cup Ken & Ann Hannaford

What We Hear

The Editor



Hi again

Busy, busy but hopefully this edition of the TSOAQ Newsletter has made it into your mailbox while some of the silly-season and a bit of free time for reading remains available.

Looking at Triumph-related news from around the world we find a very significant early car receiving a very important international accolade against some serious competition.

At the Historic Motoring Awards presentation sponsored by Octane Magazine, the 'Jabbeke' TR2 which has recently undergone a complete restoration was named *International Car of The Year* in a contest that included the 'Bullitt' Mustang and Lamborghini Marzal show-car. The TR2 with its correct rear wheel covers and aerodynamic undertray is currently on the market at a very reasonable 300,000 UK Pounds or A\$500,000—plus freight, tax and asbestos inspection charges.

Before fronting up at the TSOA Nationals and providing a comprehensive report on day-to-day events there, Secretary Mike Taylor made yet another pilgrimage to the Old Country. This time he avoided the quite structured Goodwood Revival and instead attended the - dare we say frivolous? - Festival of Speed. His report on how the rich and famous spend their money is accompanied by photos best viewed by those who might have taken out the recent \$80 million Lotto draw.

On a sad note we learned in late November that the world-wide automotive family had lost an elder statesman. Mike Cook began his career with Triumph in 1958 and remained involved with Triumph and Jaguar publicity until 1991 when he moved full time into freelance journalism. Since 2000 Mike was Editor of The Vintage Triumph magazine and was supervisor of Jaguar– Land Rover's North American archives. RIP to a great supporter of the Triumph brand worldwide.

Interesting changes afoot for anyone with a vehicle on Special Interest registration. Queensland has for years been lagging behind other States in their willingness to allow owners the freedom to use their older cars for other than Club events.

Now it seems we have leapt to the front of the pack, bypassing altogether the '90 Day Rule' and logbooks and instead instituting Single Vehicle Events. This facility is open only to financial members of participating car clubs and will be strictly monitored by Committees but it certainly provides a great deal more freedom and autonomy than we had previously. Visit the website www.tsoaq.org.au for a full explanation courtesy of Secretary Mike Taylor.

All for now

Cliff

JABBEKE TR2 WINS PRESTIGIOUS AUTOMOTIVE AWARD

(as supplied to Frank Jacobsen by TR Action)

The prestigious **Historic Motoring Awards** hosted by Octane Magazine, gathered in London during November 2018 to recognise the elite from the International classic vehicle movement. The awards are seen around the world as the 'Oscars' of the classic car world and being even a finalist is revered.

Held within the stunning, art-deco setting, of the Sheraton Grand Park Lane Hotel, Mayfair, the gala evening celebrated a broad range of categories, selected by a panel of experts at Octane Magazine and voted on by the publication's readers.

The eminent guests enjoyed an awards ceremony presented by broadcaster Steve Ryder in the event's 8th year. The finalists for the much coveted award for 'International Car of the Year' included a Lamborghini Marzal, Aston Martin DB4GT Works Continuation, Bullitt Mustang, Porsche 911 RSR Turbo and The 'Lost' Land Rover. But it was the 'Jabbeke' Triumph TR2 that stole the show and won the readers vote.

Allan Westbury, Acting Chairman of the TR Register said; *"A massive congratulations to Glen Hewett for this superb achievement. We all knew that this was one very special Triumph TR of immense historical importance, but this result confirms that the rest of the world now knows it as well! A fantastic and momentous result for the TR marque and a well deserved recognition of Glen's hard work."*



Jabbeke TR2 Background

The Jabbeke motorway in Belgium was a favoured spot with car-makers keen to show the world how much pace their new models could generate. Jaguar, Healey, even Rover with their jet-engined JET-1 had a go but it was the record of 120.13mph (193.5km/h) set by a much-modified Sunbeam that sparked interest at Triumph.

With Development Engineer Ken Richardson driving, a stock-engined TR2 prototype with rear wheel 'spats', a full metal tonneau cover and 'aero' windscreen overcame initial mechanical niggles to record a two-way average of 124.889mph or 200.948km/h. Even with all of its aero gear removed the TR2 still ran the same tests at a very credible 114.89mph.

Mike's Big Day Out At Goodwood



(The Goodwood Festival of Speed 2018)

By Mike Taylor

I have been to Goodwood Revival several times. The event is held in September and run on the old motor racing circuit. In the past we have spent 3 or 4 days at the event and having several old mates who are Goodwood club members I can usually bludge a ticket to the March Enclosure; the Member's area.

However the event has become a victim of its own success with the organisers increasing the number of tickets sold, resulting in an overcrowded event and chaos on the local roads. Therefore this year we decided to attend the Festival of Speed, held in July.

This event features a hill climb past Goodwood House but in real terms the hill climb is a non-event and mostly revolves around demonstration runs. However the displays in the parklands around the house are something else.

This year was the 25th Festival of Speed and every year there has been a major artistic feature. For 2018 the event celebrated 70 years of Porsche in spectacular fashion with a massive tower supporting six classic Porsche cars.

To me the standout displays were The Cartier display, including this Michelotti bodied Jaguar XK 140 was a recent barn find in Belgium. The car was built in 1955 as a standard car but written off a couple of years later in a major accident. Michelotti rebuilt the wreck using his own designed for a FHC and what parts he could salvage, but also added other components from a C type.

To me there are some definite Triumph touches to the overall design. The car was found in April in a collection when the owner had passed away and his premises were being cleared. The car was sold at the Bonham's Monaco sale for 365,500 euro (Approx. A\$570,000) This event features a hill climb past Goodwood House but in real terms the hill climb is a non-event and mostly revolves around demonstration runs. However the displays in the parklands around the house are something else.

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It uses twin cams per bank with 4 valves per cylinder and revs to 9000 rpm. They are to build some for sale, price yet to be calculated but expected to be \$4 or 5 million.

We spent three days walking round the event in 30 plus temperatures and having access to the member's marquee that was air conditioned and served cold beer, had to wear a jacket and long trousers. Most of the time we could carry the jacket, however the staff of the marquee entry who were wearing three piece suits and bowler hats insisted on jackets being worn as you go in. Only in England!



Those who want to replace the chills of an Australian winter with the roar of an open exhaust at close quarters might want to relocate to the UK on or about July 5-7, 2019 and join the fun of the next Festival of Speed.

Details at: <https://www.goodwood.com/flagship-events/festival-of-speed/>

More hot pics from the 2018 Nats



Jingling Bells Come To Carindale

Members of the TSOAQ dig out their festive garb (even Superhero suits) to wish each other a Merry One



WHAT'S IT WORTH?

a look at TR2-3A values — 1980s until now

The second in a series reviewing how far and for what reasons the values of various Triumph models have moved since the 1980s. This issue we take a look at the sports car that made it all happen for Standard's sporty brand—the TR2, TR3 and TR3A.

As with the first installment in this series where we took a look at the Spitfire, reference material for this analysis will be drawn from my 1988 book *Making Money From Collectable Cars* (Marque Publishing Company) ' and the various editions of the *Unique Cars Value Guide*

Looking back 30 years to the pages of 'Making Money' I had this to say about Standard's feisty sports model:

"Mechanically the TR2 was distinctly low-tech. Its engine was based on the same venerable 2.0-litre as the Vanguard's, with twin carburetors and a modified cylinder head giving 70kW. The long rear overhang and rudimentary suspension made things tricky at times but enthusiastic drivers didn't seem to mind."

TRs at the time weren't as easy to find as MGAs and were slightly cheaper. When surveyed in 1988 the market revealed several pre-1962 TRs with an average asking price of \$13,750. A comparable MGA 1500/1600 at the time cost \$14,750 however we predicted that by 1990 when the TR would be worth an average of \$20,000 the 'A' would have climbed to \$26K.

"TR prices are still reasonable, particularly when compared with the current values of MGAs and Austin-Healeys," MMFCC said in late 1988. "Most common are TR3As, followed by 2s and 3s. A good 3A will cost from \$12,000 to \$15,000.....with top-class cars no more than \$20,000." Then damning with faint praise, the final paragraph read:

"Compared with its rivals, the TR isn't the most civilized of sports models but represents the optimum combination of performance, good value and honest fun."

Seven years later in the first edition of the *Unique Cars Value Guide* (1995) we had the resources to quite scientifically track TR values. Looking at cars being offered for sale nationally through various publications we combined that data with reported auction and dealer sales to determine averages which although reacting to a confused and troubled market were in line with 1988 predictions.



“Lower averages reflect buyer resistance to some unrealistic pricing during 1992-93,” the TR2-3A Value Guide Market Analysis read. “Very good TR3A cars are worth \$22-24,000 but some asking prices were above \$30,000. TR2 and TR3 models are now rare but still cheaper than 3As. A good-quality TR2 should cost \$18,000, TR3s are \$2-3000 cheaper. UK experience sees these cars appreciating more quickly than MGs.” Well, I got that prediction right.

Heading into the 21st century and the future for older cars might have looked a bit uncertain. We need not have worried. By late 2002 average asking prices for pre-TR4 Triumphs had exceeded \$25,000 and looked set to stay there.

The effects of a Muscle Car Price Boom and Global Financial Crisis seemingly had no influence on demand for or the money being paid for TR2-3A models. By 2010 when the *Value Guide* was pressed for space and devoted just 150 words to the entire Triumph market this single sentence must have brought some comfort at least to owners of early sports models.

“An excellent TR3A sold at auction for close to \$40,000 confirmed that top prices can still be achieved by quality cars.”

Moving four years to the next full survey of British and European cars we found TR2-3As still averaging around \$32,000 and prices for restored cars peaking in the mid-\$40,000s. This was starting to look a bit daunting for Triumph lovers of moderate means.

At about this time the market for V8-engined Australian cars from the 1960s-90s took off on another of their market-rattling value surges and trying to get an Editor to run any analysis of odd British soft-tops was slightly more difficult than getting him to pick up his round at the pub.

Fortunately by 2018 we were back to four annual reviews and the survey of early TRs certainly showed that big-money sales reported from other parts of the world could be sustained here as well. A sample of just four cars including a couple that looked near-perfect returned an average value of \$56,000. Later in 2019 we will carry out the same survey process again and almost certainly that figure will go backwards. However that is unlikely to indicate that the market for ‘side-screen’ TRs is headed anywhere but up.



TROPHY WINNERS AND OTHERS AT THE 2018 NATS



Photos of 2018 TSOA Nationals in this issue courtesy of Mike Taylor and Graeme Spender

WORKSHOP TIPS with Frank 'The Guru' Jacobson

This month our home handy-guru has some very useful advice on how fiddly bits of equipment can become easily lost and what happens if you treat an engine stand with anything but the greatest of care and caution.

This is a safety tip that could save you a bit of grief and possibly injury in some cases. It concerns an engine stand. Just the standard one with widely placed wheels at the end where the handle and mounting arms are sited and narrow spaced wheels on a single leading leg at the front.

Where the square section steel leading leg slides into the rear part of the stand there is a bolt, the function of the bolt is to prevent the leading leg from parting company with the rear part (the business end) of the stand. A trap for the unwary is that this vital bolt is underneath the chassis and keeps the two parts together. It is out of sight and I would guess, out of mind, for most of us.

Imagine if you will that you have a Stag V8 bolted onto the stand and that having finished some engine work you are proceeding to shift the mounted engine into a position for reinstallation. The bolt has come loose. The front and rear bits separate. Then your lovely Stag engine goes crashing onto the garage floor. Calamity!!! Luckily, you are out of the way and you suffer no injury, but if you had a helper guiding the rig into place he, or she, might not have been so lucky. How heavy is a Stag engine? What damage would it do to the human leg if it fell? Doesn't bear thinking about.

It happened to me recently but fortunately I was moving an empty engine stand. The tip must by now be obvious, but here it is; "if you are about to press your engine stand into service look for the securing bolt underneath and ensure it is tight".



The other tip I have for you is not a safety measure but a convenience one. Do you have a telescoping magnetic pickup tool? I have three. You might ask why have three when one will do the job. Actually, I have three by accident. They are really handy for retrieving dropped nuts etc. but what they can do if one is not careful is attach themselves to out of the way places and then be declared lost as a consequence. Then, because you find them so useful for retrievals you just go and buy another. However, one day, many months even years later, when crawling under your beloved Triumph you spot, attached to your cross member, the missing pickup tool. It's a simple tip this one. Always put your magnetic pickup tool in an obvious place where it can attach in plain sight and where it can't roll or fall.

There is an upside to the problem of losing them though and that is eventually finding them and in time having a collection of magnetic pickups scattered around your workshop. Actually, cordless, magnetic work lights fall into the same category although they usually get lost because the battery goes flat in some obscure part of the car.

It can't be found, is declared lost forever, buy a replacement because they are useful, find the lost light months later and then all is well. At least building up a collection in this way has the advantage that when you lose one it doesn't have the same impact as when you had just the one item. Anyway, having them spread around your workshop is really convenient.

Frank

Yes kids, there could be a brand new Bugatti parked in your garage (Lotto win a prerequisite) and for that you can thank recent changes to the Road Vehicle Standards Act.

HERE THEY COME: THE WILD AND WONDERFUL IMPORTS ARE UPON US

Recently the Federal Government passed new regulations governing the age and types of motor vehicle that can be imported to Australia and registered here. The changes don't directly involve Triumph models (unless the name is revived as has been suggested) but it does allow pretty much any 'enthusiast' vehicle 25 years old or older to be allowed entry and full registration. Importantly, the '25 Year Rule' updates at January 1 every year. The previous rule irked many potential car owners because it locked out a lot of models built after 1 January 1990.

Here, in parochial PR speak, are edited comments from a statement made on behalf of the Vehicle Importers Association welcoming the changes to the Act and pointing out some issues which the legislators may not have fully addresses. Can please some of the people some of the time.....

THE MVSA IS DEAD! LONG LIVE THE RVS BILL!

MEDIA RELEASE – 28 November 2018 **FOR IMMEDIATE PUBLICATION**

After five years, two elections and five prime ministers, Federal Parliament has finally passed the all-new Road Vehicle Standards Bill, ushering in a new era for consumers looking to finally have more choice over the vehicles they can purchase.

A number of government-commissioned reports in 2014 and 2015 recommended the relaxation of existing legislation governing the independent importation of vehicles, citing total savings to the consumer of up to \$1.8b over the next decade. Unsurprisingly, the government has been subjected to persistent lobbying against such a move by new vehicle manufacturers and dealers ever since.

While the new legislation, in its final form, is not the Association's ideal outcome, there are many reasons for Australian car enthusiasts to celebrate the changes that will enable a wider range of specialist and enthusiast vehicles to be independently imported.

The government has taken steps to ensure that vehicle manufacturers can no longer 'game the system' by blocking independent importers but also not genuinely supplying a model to the Australian market. Manufacturers now have three months (down from eighteen months) from the time a new model is released overseas to supply it to the Australian market. Failure to do so means that enthusiasts can then apply for the model to become eligible for independent importation.

The Specialist and Enthusiast Vehicle Scheme, in its current form, will be phased out over the next two years, with a heavily revised SEVS taking its place. Crucially, the new scheme allows model variants to be independently imported if they haven't been sold in Australia by the manufacturer, granting access to a plethora of new vehicles that have never been seen on Australian roads.

The net result of these changes and others means there are a number of exciting new opportunities for car enthusiasts and the small businesses that supply these vehicles to the Australian market. For the first time ever, rare and exotic vehicles can be complied with Australian Design Rules without the need for conversion to right hand drive, setting the scene for hypercars such as the Bugatti Chiron to be registered for road use.

The new Environmental Vehicle category will allow a number of electric and hybrid vehicles to enter the Australian market at price points that are more attainable for average Australians, broadening their appeal and accelerating the uptake of new automotive technologies.

Your 2018 Management Team

Executive Committee

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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

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Concessional Registration Richard Graveur (07) 3857 3850

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Marque Captains

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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.

FOR SALE; VERY RARE & DESIRABLE TRIUMPH TR5 PI

I bought my TR5 fully restored in August 2000 from Powertune Motors in Adelaide. It had 4106 miles on the clock. The current speedo reading is 26,524 miles. The car is in excellent condition throughout.

I have the hard & soft panels for the surrey top, as well as a tonneau cover.

Personalised plates TR FIVE are also for sale.

Greg Tunstall has serviced the car throughout my ownership and can provide the details of its mechanical history. Car comes with its BMI Heritage Trust Certificate.

The asking price is \$99,990 negotiable.

Peter Wilson

M: 0414 313 628

P: 07 5478 5429



A LITTLE BIT OF HISTORY

The TR5 was the first production Triumph with a PI (petrol injected) engine and the first to stretch the in-line six to 2.5 litres. Sadly the engine would not pass US emission tests so TR5 PI cars could not be sold there and production stopped at 2947 units.





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