



TRaction

**AUG/SEPT
2024**

Traction is the monthly journal published by The Triumph Sports Owners Association (Victoria) Inc
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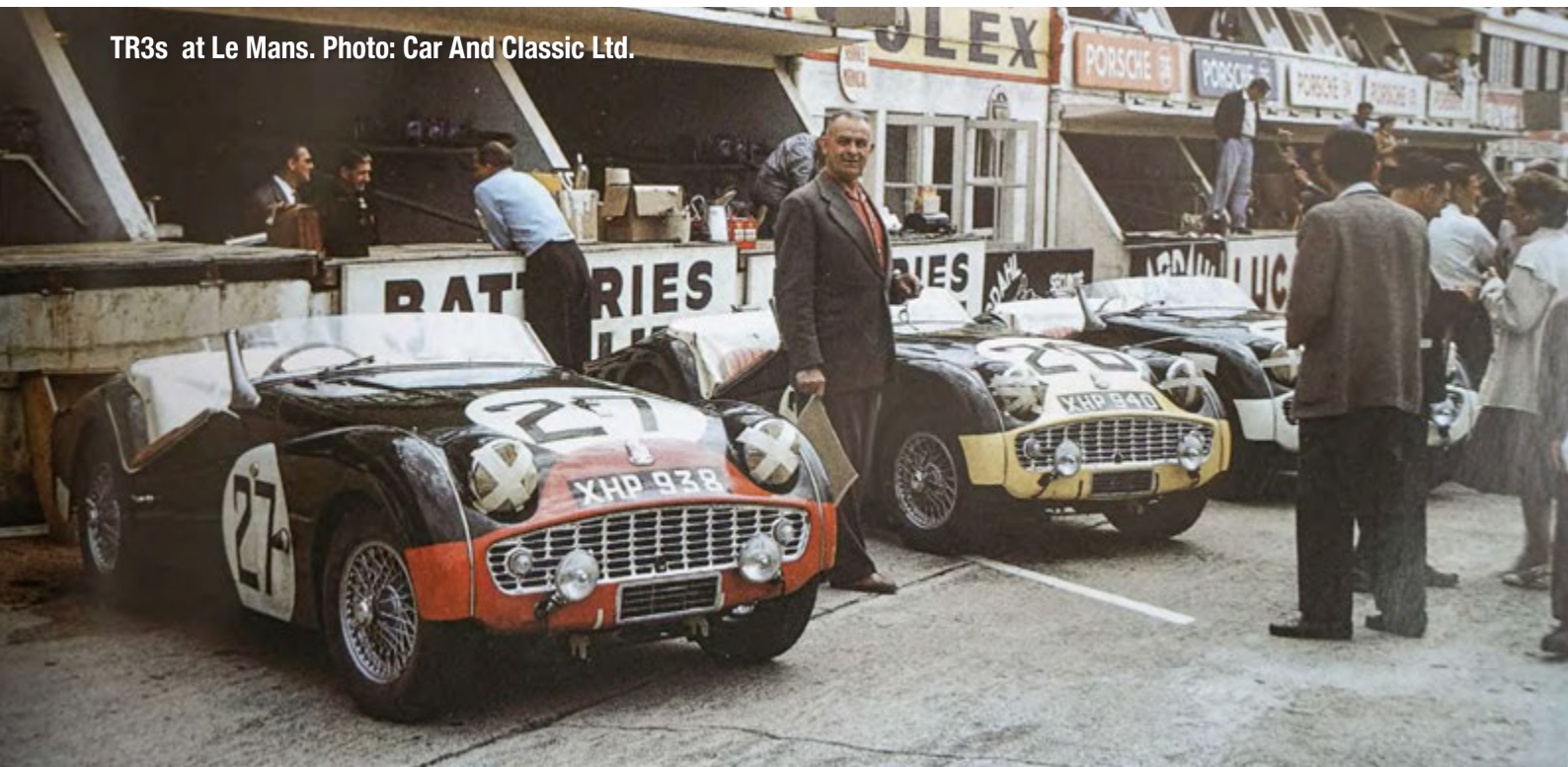
18 Wedge Day at CFS
20 Auto Classico-Maling Road



The Sabrina Engine TRs



Triumph TR3 Photo: Pendine Historic Cars Limited



TR3s at Le Mans. Photo: Car And Classic Ltd.

Wedge Day at CFS May 19 Photos Keith Atherton





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

TRACTION ADVERTISING

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

NB For Sale and Wanted Ads will continue to run for 2 editions of *TRaction* and 3 months on the Website unless the editor is notified.

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

VENUE: Sunset Bar and Bistro, The Manningham Hotel

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

DINNER: From 6.00 pm. Meals from \$15.00. Seniors – \$15 for 3 courses. Prices may be subject to change.

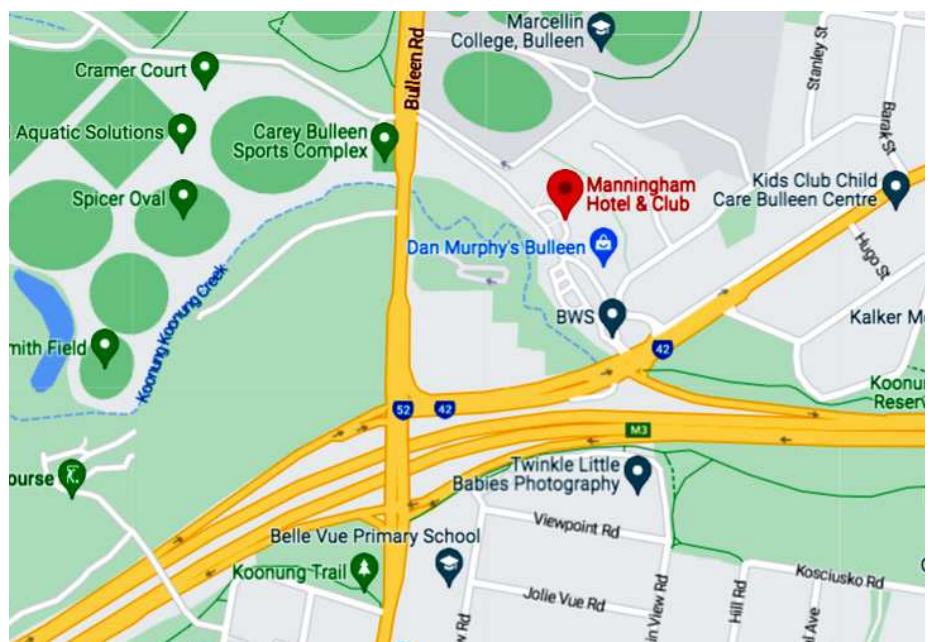
Ample Parking.

NB: Meeting starts at 7:30pm.

www.tsoavic.com.au

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Philip Johnstone

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Robert Splatt

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Ursula Weidenmüller

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NB: Note new address

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

TSOA MEETINGS

TSOA hold their monthly meetings on the second Tuesday of each month at 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.

DISCLAIMER

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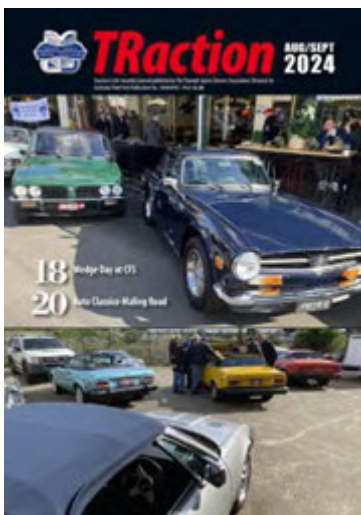
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Cover Pics: Top,
Maling Road by Keith Atherton.
Bottom, Wedge Day by George Stephen

Traction Deadline Dates

Oct/Nov/Dec

10 Nov 2024

Feb/Mar

20 Feb 2025

EDITOR'S REPORT AGM 2024

We are about to have our Annual General Meeting and included in this issue is the Committee's Annual Reports.

We have two "GTK's" (Get to Know's) this issue, Ed Ferguson and Brian Watson. Many thanks for their support in writing these interesting articles. Phil Johnstone has a another Wedge Tip. Phil Webb has a article on the British Motor Museum at Gaydon.

As past Editors will know the more support we get from you, our fellow club members, the easier our job is. Thanks to all those who have contributed over the last year. Your support is greatly appreciated.

Apart from producing Traction I also update the website's BUY, SWAP, SELL AND WANTED page.

One of the many benefits of being on the General Committee is you get to know your fellow Committee members. I see how hard they all work for the benefit of the club. So please support their efforts. We also have a team of non-committee members that help as well. Again their support is also greatly appreciated.

Many thanks to our Sponsors / Advertisers. Please support them.



Please help! If you are attending any TSOA event (social, comp.) please write an article AND take a few photos! **Ideally we need someone to make a special effort at the club motor sport events and take photos.** Send them to me via the Traction email:

traction@tsoavic.au

George Stephen Editor

2024-5

ACTIVITIES LIST

DATE	EVENT LOCATION	DETAILS AND CONTACT
Tuesday 10th September General Meeting & AGM	Manningham Club Hotel, 1 Thompsons Rd Bulleen. Guest Speakers including Bob Morrow and Cath Macdonald.	Come early for dinner. Meeting begins at 7:30pm
Sunday 29th September	MSCA Round 7 Phillip Island 	Kippy compsec@tsoavic.au
Sunday 6th October	Interclub Cahllenge Rob Roy	Kippy compsec@tsoavic.au
Sunday 20 October	MSCA Round 8 Calder	Kippy compsec@tsoavic.au
Sunday 3rd November	Point Nepean Heritage Motor Show For Details p26 Point Nepean Quarantine Station 10.00am to 2.00pm	Keith Atherton events@tsoavic.au
Friday 8th - Sunday 10th November	MOVE Museum Weekend	Keith Atherton events@tsoavic.au
Tuesday 12th November General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm 
Friday 22nd - Sunday 24th November	Motors & Masterpieces (Replaces Motorclassica) The Melbourne Showgrounds. Entries are open	www.motorsandmasterpieces.com
Saturday 30th November	MSCA Come & Try Day, Phillip Island	www.msca.net.au 
Tuesday 10th December General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
2025		
Sunday 19th January 2025	AOMC/RACV Festival of Motoring at Cruden	More details to follow
Sunday 16th February 2025	AOMC British & europena Motoring Show at Yarra Glen Racecourse	More details to follow



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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PRESIDENT'S REPORT AGM 2024

This past twelve months seem to have just flown by... giving truth to oft expressed adage; blink and you will miss it!

But, what a great year for this wonderful club which seems to go from strength to strength in all aspects and endeavors we embark on.

Supported by a happy band of committed committee members and their equally dedicated support groups and delegates.

Nothing exemplifies more that strength than for this weekend wherein we had a full display at Maling Road, and at the same time a virtual full house at Winton celebrating Triumphs competition history with the

running of the All-Triumph Challenge. This year we gave even this event a bit of a twist by adding as part of the event a combined MG competition! The outcome of which has been that there is already interest in next year's event. Winners on the day were M. Parker who thrashed my 2500TC around the circuit, M. Kip lived up to his legend status by setting FTD and finally one the event. R. Splatt was also successful in his beautiful TR6. B Watson took out people's choice, and the clerk of course, on behalf of the Diabetics Association rewarded R. Casson for his efforts too.

As President I would like to take this opportunity to thank all the members of the committee as well as our hard-

working delegates and supporters behind the scenes for making 2024 yet again a year to remember.

In closing, if you are passionate about your Triumph (and classic cars in general) and would like to experience the challenges and rewards which comes with a closer day to day involvement with our wonderful club, please do so.

Remember we are HIRING right now! ... workers and committee members to keep up the momentum. You won't get paid, but you will have a great experience – just ask...

Yours...

**TSOA 777
Ian**



VICE PRESIDENT'S REPORT AGM 2024

Firstly, I would like to thank our current committee for the diligent work they have performed throughout the year keeping the club running smoothly.

Our monthly meetings at the Manningham continue to be well attended as are the Early morning Coffee runs organised by George Coulter with Keith Atherton – our Events and Social secretary.

Motorsport is alive and well at TSOA- a special thank you to Kippy keeping all the racers updated

Marcelo has done a great job updating our website and Danny has organised online membership cards making it easier for all and up to date on our club apparel – nice new blue jackets!!

Keith Pace has been kept busy as club secretary with the usual minutes

before and after our club meetings and Peter has a firm hand on the finances - maintaining the accounts for all.

Of course you are all reading this news thanks to George's editing and collating skills and having our "Go to" Traction magazine printed.

Our illustrious President - Ian has continued to maintain some fun and enthusiasm within the TSOA club - so thank you Ian and all our committee members.

A special thank you to our delegates Phil Nicholson, Michael Kip and Phil Johnstone for keeping us updated by their attendance of the peak bodies and reporting back to our members

Just a reminder Trevor Norris has stepped in to look after Club permit scheme (Club Number plates) if you need to renew and just when you

need some car advice you can contact Larry Mundell our Club Librarian.

Finally Chequered Flag Stables - Darren continues to look after the TSOA items and provides a base for the Triumph Spitfire rebuild projects – along with Roger - and of course secure car storage!!

From me – as usual I have been organising and chasing up the advertisers/sponsors to ensure the coffers remain topped up by the generosity of our advertisers – so please remember them when you need some assistance with your Triumph, Solar power OR even a Canning Line!!

Cheers and thank you to all our members

**Rob Splatt
Vice President**

COMPETITION SECRETARY'S REPORT AGM 2024

MSCA have again run a very full season with events at Sandown, Phillip Island, Winton, Tailem Bend and later this year an event at the recently recommissioned Calder circuit.

MSCA events have been heavily subscribed which can no doubt be attributed to the professional running of each event by a very dedicated team of Volunteers made up from the associate clubs that make up MSCA.

At time of writing this report the 2024 All Triumph Challenge hasn't been held. The ATC is made up of Triumph entrants from Victoria, South Australia and the ACT.

The Porsche 6 Hour relay at Sandown

went well for TSOA with 2 teams this year with great results all around although the number of teams competing has continued to dwindle somewhat.

The Victorian 6 hour relay at Phillip Island was cancelled. Perhaps due to poor attendance or indication of teams wishing to enter the event.

4 local TSOA members drove to South Australia to help make up a TSOA team for the Peter Hall Mallala 6 hour Regulation Relay finishing in the Top Ten.

MG and Invited British have run a number of Race events across Victoria and South Australia with various Triumph cars also competing in Group S and Regularity events at both State

Racing and Historic events.

A total of some 30 different Triumph drivers have competed this year so far in Regularity, Sprinting and also Racing.

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

Regards

Michael Kip Competition Secretary

The MSCA Calendar 2024

Sunday 29 September
Round 7 Phillip Island



Sunday 20 October
Round 8 Calder

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

All Triumph Challenge Trophies Awarded

TR6	Rob Splatt	Clerk of Course	Rob Casson 2000 Sedan
TR7	Michael Kip	Peoples Choice	Brian Watson GT6
Michelotti	Maurice Harper 2500 Sedan	Fastest Lap time	Michael Kip TR7

TSOA Competition Scoring

Here is how the scoring works:

All lap times are downloaded from Natsoft

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

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

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

Example

Fast lap 100.050 seconds

4th fastest lap is 100.950 seconds

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

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

All scores recorded during the competition year will be tabulated

for each driver with the best 3 results used.

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

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

**Michael Kip
Comp Sec**



Four pics from the Wedge Day at CFS



SECRETARY'S REPORT AGM 2024

The club has been very active this year with general meetings, morning coffee runs, car shows, combined meetings with other clubs as well as Sprint meetings and Hill Climbs which have had a wide social attraction as well.

EXECUTIVE COMMITTEE MEETINGS

The executive Committee had all the scheduled meetings via google meet with a regular attendance or report in by the team members. The online meeting rather than face to face has made these productive but not disruptive for the team who volunteer their time to support our club. The agendas cover the important governance topics as well as always having a discussion around how we can support and engage the members in the best ways with our resources and contacts. Their individual reports will cover a lot of the areas in some more detail.

GENERAL MEETINGS

These meetings have run along a similar format to previous years where we share a meal and discuss the activities of the club and plans going forward. Each Month we strive to have a guest speaker or activity of interest included as well. This year we experimented with a joint activity with the Lotus Car club to visit the Penrite Oil "Lane 88" museum and then the following month a joint GM at our usual location of the Manningham Hotel to share ideas between the 2 clubs. We plan to explore more

interclub activities going forward as well.

COMPETITION SUB-COMMITTEE

The Competition Sub Committee was chaired by the Competition Secretary, Michael Kip. It met infrequently by Google Meet this year.

Its members are:

Robert Splatt; Geoff St John Cox (Team 1 Manager – Sandown 360 Relay); Alister Ondarchie (Treasurer, MSCA); Brian Watson; Garry Gibson; Darren Green (Team 2 Manager – Sandown 360 Relay); Keith Ondarchie (MG & Invited British); Gordon Bunyan; Keith Pace (Secretary).

NATIONAL RALLY COMMITTEE

Roger Jeary chaired the National Rally Sub Committee (NRSC). The Warrnambool national event was fully booked and considered a great success by all who attended in October. The Warrnambool council and local groups were very appreciative of the presence of so many Triumphs around the area and we are sure the tourist activity with it. The WA Albany event in October this year is rounding out to be another success for the National Committee. We thank the team for all their work making the Victoria hosed event of 2023 such a great success.

The members of the NRSC are: Warwick Eaton, Geraldine Glenny, David Glenny, Trevor Norris, Rosemary O'Shea, Keith Atherton, Cath Macdonald and Peter Lane. The President also attended meetings of the National Rally Committee.

CLUB LIBRARY

Maybe call us old fashioned if you like but the enthusiasm of Larry Mundell as our Librarian has made this a great success for a resource of quiet entertainment and reflect on all aspects of the Triumph history as well as great technical resource for restoring or modifying any model of Triumph. These books are always on display at the general meetings or by request courtesy of Larry.

DELEGATES

We thank our delegates for continuing their support from last year in each of their areas. They have been; for Motorsport Australia (MSA) of Phil Nicholson, Marque Sports Car Association (MSCA) of Michael Kip and Association of Motoring Clubs (AOMC) Philip Johnson and Vic Roads CPS, Ian Cowie. These delegates form vital links to groups we have formal ties with bring back important updates to TSOA through the year from their regular meetings.

FINAL COMMENTS

I would like to thank the club overall for the enthusiastic engagement and support over the year. The Executive Committee, Competition Committee, Secretaries, Delegates and general members have always been passionately supportive of our general mission to promote all things Triumph Sports Cars and support and respect our members as well.

Keith Pace
Secretary



TSOA 2024 Competition Results

Driver	Car	Winton MSCA Feb	Associate	Sandown State	Pi Classic	PI MSCA	Associate	Sandown MSCA	Associate	PCV 6Hour
David Duncan	TR7 Sprint Supercharged									
Ursula Weidenmuller	TR6								852.5	
Peter Delmodes	2500TC									
Brian Watson	TR7	941.19						954.91		322.09
Mark Campbell	TR7V8	728.19				866.24		790.51		850.87
Jan Mason	Boxter									
Rob Splatt	TR6/ Porsche		911.75					831.95		776.15
Emma Alipan	Mercedes									
Ed Ferguson	TR7V8	528.78								
Michael Kip	TR7	815.4					755.96			702.75
Phil Nicholson	Lotus		934.11					177		972.13
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								
Shirley StJohn 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
Neil Martin					729.06					
Paul Burke										
Chris Liokos										
Doug Robertson										
Keith Pace								-546		587.31
Maurice Harper	2500TC	895.06								
Garry Gibson	GT6			918.22						
Bruce Pollock	TR4				810.3					
Geoff Byrne	TR6				912.85					
Andrew Gibson	TR3				908.86					
Brad Vermont	MGF							-667		906.14
Dan Holohan	Porsche/ Spitfire							230.43		706.33
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		



Two pics from the Wedge Day at CFS



Associate	The Bend	Associate	Mallala 6 Hour	MG The Bend	PCV Sprint	Associate	MSCA Sandown	Associate	Winton FOS	ATC Winton	NAME
										596.97	David Duncan
845.62						910.16	920.51			878.12	Ursula Weidenmuller
											Peter Delmodes
	625.24		957				911.87			936.08	Brian Watson
	935.7						905.47				Mark Campbell
											Jan Mason
						362.44		794.81		952.01	Rob Splatt
											Emma Alipan
728.17			851.12								Ed Ferguson
	892.23		972.95				942.82			957.2	Michael Kip
		976.39						949.29			Phil nicholson
											Trevor Lindsey
				870.72						955	Keith Ondarchie
											Geoff StJohn Cox
									889.83		Alister Ondarchie
									890.84		Alana Ondarchie
											Gordon Bunyan
			939.93							789.39	Ian Cowie
							626.91				Shirley StJohn Cox
											David Orchard
									914.84	972.3	Paul Hogan
											David Kelly
											Ed Ferguson
838.72		855.17						923.6		962.19	Rob Casson
										882.46	Neil Martin
										962.08	Paul Burke
										865.08	Chris Liokos
											Doug Robertson
646.05								905.67			Keith Pace
										726.58	Maurice Harper
	906.45			749.02					881.48		Garry Gibson
											Bruce Pollock
											Geoff Byrne
											Andrew Gibson
578.57								354.52			Brad Vermont
631.64								931.82			Dan Holohan
							873.66				Rob Boykett
											Regularity
							2931				brian Watson
							0				Ian Cowie
							2858				Keith Pace
							0				Rob Splatt
							2895				Ursula Weidenmuller
							2944				Dan Holohan

Morning Coffee Dates 2024

**NB: Venues may be changed at short notice.
Watch out for e-blasts and /or emails prior to the date, which is usually the last Wednesday of the month**



EVENT & SOCIAL SECRETARY'S AGM 2024

We have had another year of successful social & events dating back twelve months to last years AGM.

The list includes a number of club runs to a lunch venue usually organised by Liz Haylock & Don O'Gorman and many thanks to them for their efforts to put these together and I also organised this years running of the Sir John Black drive it Day with input from Don Robertson (TR7 FHC). This day held in conjunction with the TR Register, TCCV & Standard Triumph Car Club had around 110 people on the drive & lunch at Whittlesea.

We again attended a number of cars shows & displays including last years City of Croydon Main Street traders Fathers Day show where we also provided the Parking Marshalls. The AOMC British & European Day at Yarra Glen, which is always popular, RACV Cruden Farm & a number of other smaller displays.

Last October TSOA Vic was the host State for the 2023 National Rally at Warrnambool & our sub committee led by Rally Director Roger Jeary put on an excellent week at Warrnambool in somewhat trying weather

conditions. Attendance was around 90 TSOA members from around the country.

We held a major technical day in August this year at Chequered Flag Stables called "Know Your Wedge Day: moderated by Life Member and WEDGE GURU, Phil Johnstone, on TR7 and TR8 information plus lunch. See a separate report in this issue of Traction.

Our regular events including the monthly coffee mornings, which are now coordinated by George Coulter and again this year, have been well supported. The General Meetings are well attended to inform & discuss club business & we have introduced a new feature with a short presentation from club members talking on a range of subjects. To add some variety we joined with the Lotus Car Club at Penrite Oils for a very enjoyable technical night and a tour through the Penrite Museum.

Also arranged through one of our newer members, Justin Harrigan, we had a guided tour of the B24 Liberator restoration in Werribee in October 2023 a mammoth task and we wish the team all the best and success going forward.

One major disappointment was the cancellation in January, after many months work, of our planned TR6 F1 Drivers Parade at the Grand Prix A decision made by the FIA in Monte Carlo following an incident at the Los Vegas GP with a classic car having a oil whoopsie on the start line & allegedly responsible for issues with the F1 cars

Looking forward this year we have another club long weekend trip planned for November 8-11 this year centred around the M.O.V.E Museum weekend at Shepparton November and already a number of members have registered to go. More details are going to be e-blasted and plenty of space left for more to join in the fun.

Also thanks to Ursula Weidenmuller for the e-blasts that keep you all informed & up to date on the club activities.

THANKS TO ALL MEMBERS WHO HAVE ATTENDED ANY EVENT AND A SPECIALLY TO THOSE WHO TOOK THE TIME TO TAKE THEIR TRIUMPH TO A SHOW OR DISPLAY TO HELP WITH THE TSOA CLUB PROMOTION HAVING YOU ALONG CERTAINLY ADDS TO THE EVENT.

Keith Atherton
Event & Social Secretary

Morning Coffee 31 July

We tried a new venue at Forget Me Not Eatery in Greenvale.

I endorse this venue as we had good service, very good coffee and a good selection of cakes. I had a Nutella Cheesecake which was terrific! We had 17 members in attendance with only one driving their Triumph, a TR8, owned by Mark Hallet. The venue has a small garden centre attached.

George Stephen



FORGET ME NOT EATERY

TREASURER'S REPORT AGM 2024

The club has had another successful financial year for 2023-2024.

Things we have achieved this year.

- 1 Completed the National Rally in Warrnambool for 100+ participants on budget.
- 2 All profits from Rally event were

donated to South Western Health and Movember

- 3 Increased Members benefits as agreed by committee to \$1500
- 4 New and exciting regalia range ordered and featured on the website
- 5 Safety equipment purchased

thanks to a grant which was 100% spent

- 6 The club successfully funded producing another year of Traction for members, thanks to our returning advertisers.

Pete Lane
TSOA Victoria

WEBSITE ADMINISTRATOR'S REPORT AGM 2024

Domains

We have successfully re-acquired the expired domains (tsoavic.com.au & tsoavic.au) that have been previously expired and no longer supported by Google.

We also have migrated them to a new provider due to the closedown of Google Domains with low impact

Emails

Set up a whole new email configuration to prevent email blocking from anyone from tsoavic.au, with origin authentication, origin

validation, authorized systems (like 360 & mailchimp) and spam configuration. With those we have been receiving a lower amount of spams, making us lose less emails from club members, and increased our delivery (lowered the spam score for tsoavic.au).

Search/DNS

The website have been previously misconfigured and that was causing the tsoavic website to be blocked in a few search providers (Bing comes to mind) and a few internet providers due to not being able to verify the

ownership of the URL.

Website

We have finally updated the versions, fixed the website database and user permissions. we have locked down the editing and the login pages that were previously open for non-authorized users to edit and change.

Kind regards,

Marcelo Froes
TSOA Victoria
Website Administrator

S.P.I.T.F.I.R.E. PROJECT REPORT AGM 2024

The Project has progressed at what seems to be a slow pace this year although the TR7 has been painted and is in the "put back together stage" which as anyone knows is slower than one thinks it will be.

Most parts are ready to assemble finished and collated. Teams have been active finishing internally and externally and on occasions must overlap each other with some delays to each specific area being occurred during the day but with patience all have reached good results. Learning new skills has been one of the prominent aspects and a wealth of ideas and skills has changed hands resulting in a better understanding of what Standard Triumph, as a motor company, was trying to achieve



and be innovative in a fast-moving manufacturing world.

The BBQ lunch has been well received and provides time for plenty of knowledge and discussion about Triumphs being exchanged while munching on a snag in bread. Many thanks for all those that turn up and provide their expertise and manpower to this worthwhile project it has provided many commandries for the Club. A special thanks to Darren Green for allowing the storage of the project along with all the spares at CFS and for affording us a safe and secure

environment. Also many thanks to all those that have donated parts and products especially David Kelly and Ross MacKinnon with the stock from Whittlesea Wedge Works.

As we move into the final stages of the TR7 along with the test and tune phase, thought has been given as to what we do next with the car, originally the idea was to auction the car, but do we use the car at club events as a promotional tool before embarking on selling and what project will be available for the group to continue.

Personally, I am looking forward to finding a new project that we can embark on with our new found skills and the BBQ lunch.

Yours Triumphantly ,
Roger Jeary

TSOA's New 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

MEMBERSHIP SECRETARY'S REPORT AGM 2024

Hello again everyone.

The TSOA of Victoria had a financial membership on the 30 June 2024 of 280 members. This represents an additional 34 new members that have joined the club since 30 June 2023.

Wow where did the year go? It seems like it was only a couple of months ago I undertook the role of Membership Secretary. Time truly does fly when you're having fun. Last year I spoke of the opportunity taking on this position would grant me to get more involved in the club. It has been so rewarding socialising with people who all share a passion for Triumphs and cars in general. Thank you to everyone

that has made the year so enjoyable.

Working on the committee has also been a great experience. Thank you also to everyone on the committee that has made it such an enjoyable experience.

What a great year for the club! The new club Regalia has been launched. It is available on the website. It can be ordered direct from the members portal. If your size isn't listed let me know so I can sort it out with the suppliers.

Thanks to Don Robertson, the name badges are fantastic. The new TSOA Leather key rings have just been

produced and are truly a quality item.

The digital membership card has finally arrived. This is something that has been in the process for over 12 months now and to finally see it available is amazing. Let me know if you need help to access this.

As the committee works on further Membership ideas and engagement it will be great to see these also come together and be implemented.

I look forward to a new year with you all again.

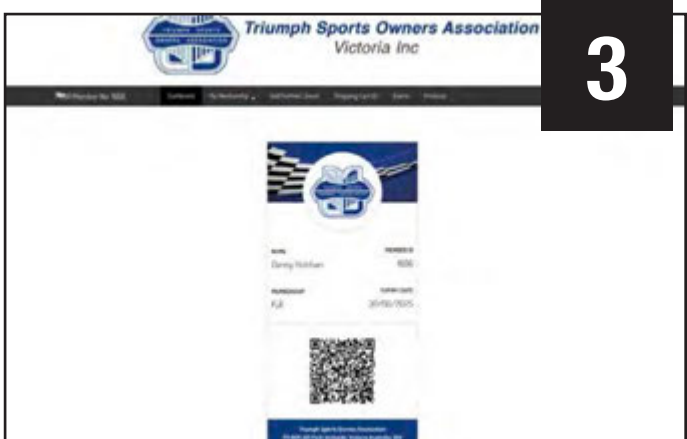
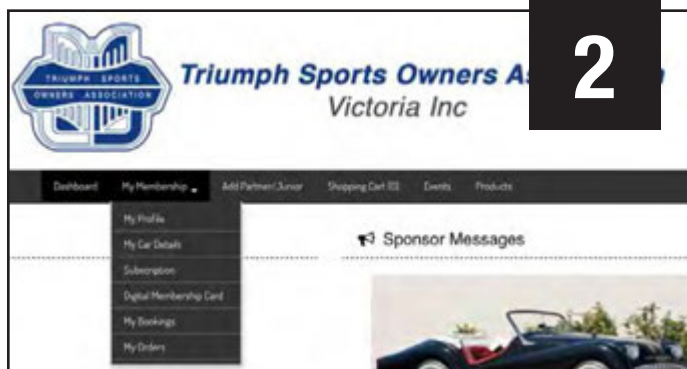
Thanks.
Danny Holohan.

New Members

John Crewdson 1973 Yellow Stag

Robert Brierley 1967 White Herald

Electronic Membership Cards



Here is how to access and get your digital Membership Card.

1. Log into your membership on the TSOA Website then from the My Membership drop down menu select
 2. Digital Membership Card.
 3. Scan the QR code with your phone and save/send to yourself and save in your phone in folders or photos where ever you want to put it.
- Any issues talk to Danny.

New Key Ring

Our new Key Ring is available via the website or at the General Meetings.

Description: White stitching with a gold ring, words and lines on the TSOA logo.

Cost: \$20.00



British Motor Museum – The Cars

During a visit to British Isles in April-May this year, we were able to spend a few hours at the British Motor Museum at Gaydon in Warwickshire. A very interesting arrangement of cars, in two buildings.

The Collections Buildings basically houses, in closed packed rows through the upstairs hall, the bulk of the cars. Downstairs are the restoration and maintenance workshops. This where most of the Triumphs rest, with limited access.

Included in the Collection on display is the 1979 prototype replacement of the TR7, commonly known as Broadside. With essentially the same front styling, the side and rear changes are probably to personal taste.

Over in the main building with Reception, the Gift Shop and Café, is a better spaced collection of multiple marque vehicles. Rover, Jaguar, Austin, Land Rover are dominant.

The centre piece, as you enter, is a Spitfire 1500 sitting up on top of a gantry and a TR6 underneath. It was an interesting way to see the underside of a Spitfire.

Included is a beautiful streamlined Jaguar/SS1 Airline saloon and several Land Rovers on snow tracks. The Austin Sevens are in their own enclosed area, with a BMW Dixi which was an Austin built under licence.

Of great interest is the prototype TR2, all restored and far more shiny than it probably was back in 1953 to attack Jabbeke.

If garage space is becoming an issue, then perhaps a TR3A Junior would fit. It is a half-size fibreglass replica of the real-world cars.

This is a great museum to visit and spend a few hours poking around. Weekdays (9-4) are best if you want to observe the restoration workshops. Many weekends have external special displays or theme days.

Phil & Jenny Webb



British Motor Museum – The Future

I had an interesting discussion with one of the volunteers at the Gift Shop about the limited number of Triumphs on display. Part of the issue is a recent deal with Jaguar and Ford that has put a lot more of those factory owned collections in the BMM site. As a result the space that was able to be used for a broad range of privately owned cars to be rotated through the BMM has been absorbed.

The big issue and one that is starting to become evident here is that most of the collections cars are 50+ years old and in the real world that means rust and other deterioration. If they are offered cars, then they can only afford to take on the very best condition ones otherwise it is too great a financial drain.

The reality is that those cars are the ones being offered for auction. Very rarely does the BMM get donated a good quality car. An unrestored



but very nice Rolls Royce Silver Shadow is one recent example. When many owners of the older cars pass away, there is no interest from their beneficiaries to retain those cars and many are just scrapped.

This loss of vehicles has a significant technology heritage impact, but it is also undermining the car clubs and supporting businesses.

Getting younger people interested in "our cars", their upkeep and use, is a growing issue in the UK as it is here.

Phil Webb

Club Member Points

At the Annual General Meeting we voted on amending the points allocation for the points members receive. These points will go into force from the 1st January 2024.

Club Member Points are accrued for all the following activities:	Points
1 Attend a General Meeting or Annual General Meeting	1 (2 if driving a Triumph)
2 Attend a TSOA Nominated social / competition / display event	1 (2 if driving a Triumph)
3 Submit copy of article (e.g. from books, magazines, internet, etc.) to Traction	1
4 Photographs (e.g. T.S.O.A. event, items of interest.) submitted to Traction	1
5 Submit original written articles to Traction	4
6 Full time official at all nominated competition events. (e.g. C of C, Timekeeper, etc.)	4
7 T.S.O.A. Concours judge or results analysis	4
8 Concours Director and National Meeting Director	5
9 Team Member of 4 & 6-Hour Relay Race	4
10 Team Manager of 4 & 6-Hour Relay Race	5
11 Member of a sub-committee (points at committee discretion)	4
12 Co-ordinate an event or display of cars (points at committee discretion)	4
13 Introduce a new member (full, associate, social or junior – not partner/family)	4
14 Delegate representing T.S.O.A. (12 months)	4
15 Committee member of A.O.M.C. or M.S.C.A. (points at committee discretion)	4
16 Club Permit Scheme co-ordinator (12 months)	4
17 Internet Homepage Webmaster (12 months)	4
18 Telephone Contact Officer (12 months)	4
19 Regalia Officer (12 months)	4
20 Committee member of National Meeting sub-committee	4
21 Committee member of T.S.O.A./T.C.C.V. concours sub-committee	4
22 Officer or Ordinary Committee Member of the Association (12 months)	5



1982 40TH ANNIVERSARY 2022

TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5PI
DOLOMITE - SPRINT - HERALD - VITESSE

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Triumph Stag

History of the Sportscars Part 4

The Stag was “born” in 1964 when the Italian stylist Giovanni Michelotti was given a Triumph 2000 Saloon to create a “show-car”.

The result appeared in 1966 and the styling of the sleek 4 seat convertible so impressed Triumph directors that production was authorized immediately. Development was slow however and the first Stag did not appear until June 1970. With its sophisticated styling, built-in rollover protection, independent suspension, a top speed in excess of 120 mph (and a price half that of a 280 SL Mercedes) it should have been a runaway success.

The Stag was fitted with a unique new engine derived from the 4 cylinder unit developed for the Dolomite sedan. This engine was a high-tech overhead camshaft V8 of 3 litres with twin Stromberg carburettors and developed 145bhp. Unfortunately early production problems resulted in a reputation for unreliability from which the car never recovered. Sales to the U.S. market ended in 1973 and just 25,877 vehicles were produced, the last in June 1977. The Stag project was perhaps the greatest wasted opportunity in the history of the British motor industry!

Compiled by Ron Farrugia & Bruce Shaw.



Stag Mk1 Photo H&H Classics



Stag Interior Mk2 Photo Bonhams Car



Stag Mk2 Photo Bonhams Car

Stag Specifications

Stag 1970 – 1977 (USA 1970 – 1973)

Cars Built 25,877

Engine V8, 2998cc, single overhead camshaft on each bank, twin carburettors

Power 145bhp (USA 127bhp)

Brakes Front: Discs
1Rear: Drums

Suspension Front: Coil spring independent with telescopic shock absorbers.
1Rear: Coil spring independent with telescopic shock absorbers.

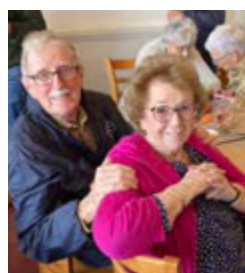
Gearbox Manual: 4 speed, overdrive on 2nd, 3rd and 4th.
1Automatic: 3 speed. (More than 70% of total)

We had about 24 attendees at our Coffee morning in Ringwood.

As they were short staffed it took a

while for us to get our coffees but this did not stop the enjoyment of spending time talking to fellow club members.

George Stephen



The Story of Coffee

Legend has it that an Ethiopian herder discovered coffee after noticing his goats were much more playful and energetic after eating beans from a certain bush. Coffee bean soon became a popular commodity in nearby Yemen. The earliest credible evidence of coffee drinking or knowledge of the coffee tree is from the mid- 1400's in Sufi monasteries around the Yemen port city, Mocha.

Use of the flavoursome bean quickly spread to Mecca and then Turkey in the late 15th century, and was later introduced by Muslim traders to Europe, first appearing in Venice in 1645.

The English word 'Coffee' originates from the Arabic, *qahwa*.

A merchant from Turkey named Pasqua Rosee first sold coffee in England, opening a coffee house in Lombard St, London, in 1650. First dismissed as a 'bitter Mohammedan gruel'. the beverage went on to cause quite a sensation.

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



Kelly Racing and Restoration

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

Contact: Geoff Kelly 03 8774 4154

Email: the4kellys@dodo.com.au



Wedge Day May 19

The TR7 Wedge Day was held at Chequered Flag Stables on a cool but sunny Winter's day.

Phil Johnstone spoke to the attendees looking at the various points around the car/s he was taling about. He is a fountain of TR7/8 knowledge which he was most willing to pass on the fellow wedges owners. I'm sure the members benefited greatly.

Darren Green must again be thanked for hosting and allowing members to use the hoist to do some servicing on their cars.

Roger Jeary fired up the BBQ and fed the attendees. Many thanks.

Those in attendance: Phil Nicholson - TR8, Ray Kemp came with Phil Nicholson, George Coulter - TR7, 4, Larry Mundell -TR8 did a oil change bringing his oil & tools, Stu Smith - TR7, assisted Peter Green - TR7 who did some work on his car, Max Hayes -TR8, David Kelly -TR8 who had a wheel vibration question, 8, Trevor Norris - TR8, Justin Harrigan - TR7 wanted oil cooler info for competition, Chris Liokos - TR7 in his GT40, Michael Kip - TR7, Rohan Sharpe (TCCV) - TR8, Peter & Julie Davidge - TR8 asked about engine temp/gauge accuracy, Janis Putnins- TR7V8, Keith Atherton - Dove and George Stephen - 350Z.

Article and photos by Kieth Atherton & George Stephen





AutoClassico Maling Road August 18th 2024

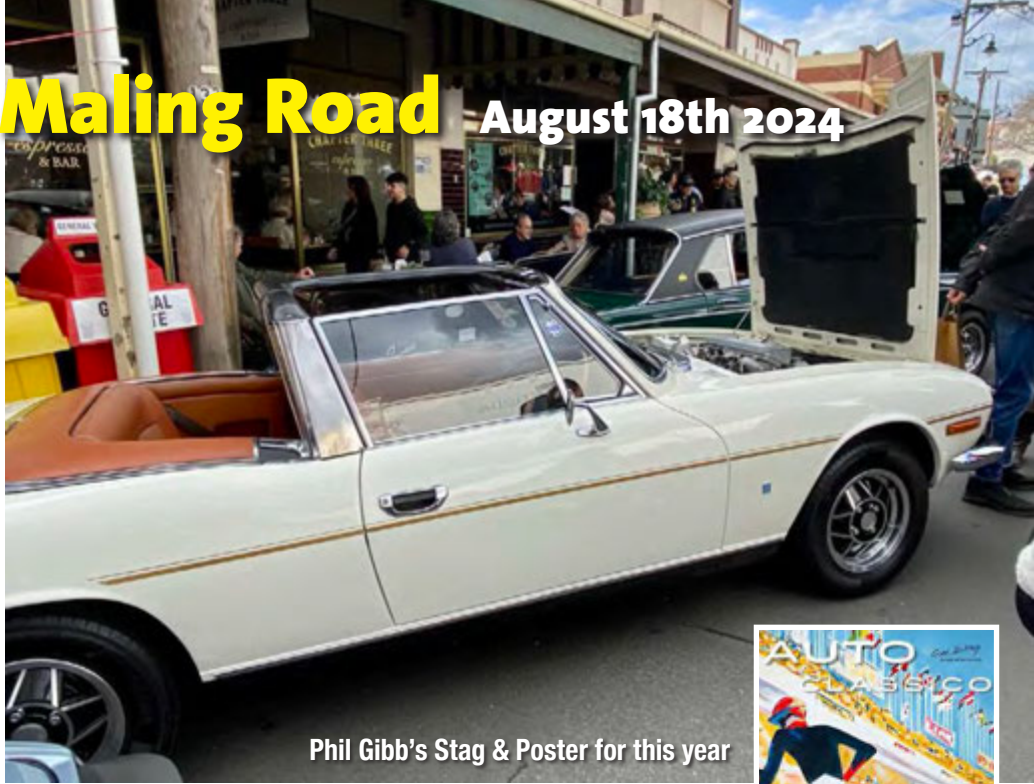
Following on from our successful inaugural attendance last year, the club was again invited to have a 6-car display at this year's AutoClassico.

Following a quick chat to last years TR owners who for various reasons were unavailable It became obvious that this was an ideal opportunity to showcase 6 different cars and extend to the public what the TSOA & Triumph cars has to offer.

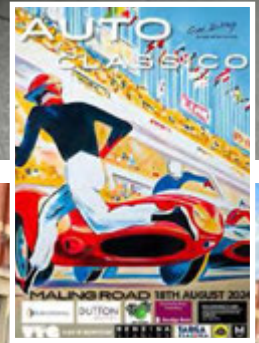
So it turned out that we had a very happy group of owners who willingly cleaned & polished their cars for the day, which turned out to be the best AutoClassico on record with an estimated attendance 15,000-20,000 spectators on a fine winters day.

Many thanks to Stephen Browne TR2; Peter Blackman TR6; Don, Doug & Cindy Robertson TR7; Mark Hallet TR8; Phil Gibbs STAG & Trevor Norris Dolomite Sprint for your help in making this another successful TSOA club event.

Keith Atherton
Photos by Keith Atherton
& George Stephen



Phil Gibb's Stag & Poster for this year



Don, Doug & Cindy Robertson's TR7



3 pics of Nick Hadaway's modified TR4



Trevor Norris's Dolomite Sprint engine bay



Trevor Norris's Dolomite Sprint



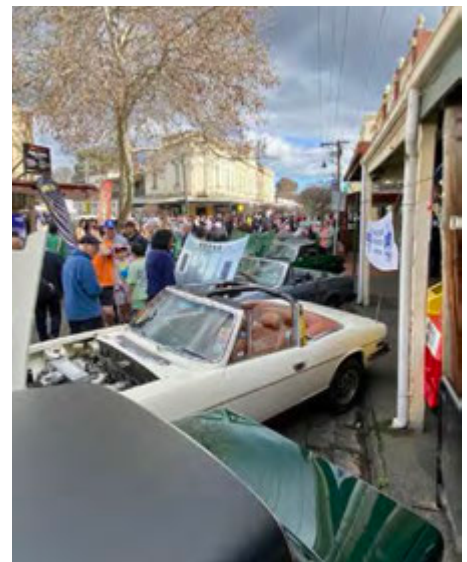
Mark Hallet's TR8



Stephen Browne's TR2



Peter Blackman's TR6





Get to Know Ed

What was your first car?

The very first car was a Leyland Minivan – powered by a 850cc engine and with the long gearstick, sliding windows and pull door handles. Looking at it now, I have no idea how I managed to get in and out of that little car but it certainly was a very versatile vehicle and I can well remember piling in six or seven hockey players, plus all their gear, to travel to away-matches.

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

The very first Triumph I owned was a motorcycle, a 250cc Triumph Tiger Cub which I used to ride from my hometown in Co. Tyrone down to Dublin then across on the ferry to Holyhead in N. Wales, then on to Bangor where I was attending uni. It came to an inglorious end one frosty morning brought about by an unfortunate combination of black ice

and a very thick and unmovable stone wall. After Marg and I were married in 1972, we were keen to acquire a sports car, though we did not necessarily have a Triumph in mind. However, we happened to come across a red GT6 and were instantly won over by its classic sporty looks - and performance of course. We have great memories of that car, but of course it had to all end when the Ferguson family started to expand – we swapped it out for an Austin Allegro!!!

What is your history of Triumph Cars? (ie have you still got your first Triumph, have you bought and sold a few?)

Since migrating to Australia we have owned quite a few Triumphs over the years, though none of the earlier models. At different times we have owned, driven and enjoyed a 1973 Stag, TR7 (four-cylinder), TR6, TR7 (with an eight-cylinder transplant), Vitesse, Dolomite Sprint and two TR8s. In addition, there have been a couple

of TR7s developed specifically for the track (a very big thank you to M for her understanding and support) which I have very much enjoyed over the past 18 years. Presently in the garage we have a TR8 which we use for social drives and a TR7/V8 which I can use for the occasional track day, though it is also road registered.

Do you know the history of your car/s? (ie where it came from, previous owners and anything interesting?)

I am fortunate to have a complete history record of the current TR8 we are driving, thanks to the investigative endeavors of long-time TSOA member Bernie Bisseling. When we purchased the car from Bernie in 2023, he provided a very comprehensive dossier on the history of the car, which was initially exported in 1980 from UK to Canada, then to California, then imported to Adelaide where it was converted to RHD, before ending up in Victoria. Bernie had researched

the names and contact details of all the previous owners and even has uncovered the registration numbers used over the years plus receipts for most of the major work carried out over the past 43 years.

Do you have or had any other cars apart from Triumphs and any interesting stories that go with them?

N/A

Are you a member of other car clubs, if so what club/s and other cars you own? What other cars are in your garage – list all if you want to, ie the family car. Any funny car stories?

We are also members of TCCV and the MG Car Club. Initially I believed it was appropriate to join the MGCC because of the connection with the MG & Invited British race series, but since then, there is a very active chapter of the MGCC that has developed based in the Ballarat region and it is convenient for us to join in with them on many of their social drives and activities – so far nobody has thrown any rotten tomatoes at the TR parked comfortably among the MGs.

Tell us about yourself? (Where you come from, what work you do and any other interests, reveal what you want to.)

Marg and I were born and raised in a small rural town in N. Ireland. We both initially trained as teachers and were employed in different secondary schools in Belfast in the mid-1970s, which was slap bang at the height of the 'troubles', so not a very pleasant time or safe place to be. When we came to Australia in 1981, Marg persevered with a teaching career and I branched out into recreation and sports management taking on various roles at local and State government before joining the Ballarat YMCA as CEO in 1994, a role I continued with for 17 years before retiring in 2011. I have undertaken several part-time roles since then (helping to pay for my motorsport pursuits) but Marg and I are now enjoying full retirement.

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

I think we joined TSOA around 2001,



shortly after we bought our first Triumph in Australia, a mimosa yellow Stag. Marg and I have thoroughly enjoyed our membership over the past 20 years or so and hope to continue to do so for quite some time to come. Despite living out in rural west, which does make it difficult at times to attend some of the club organized events and monthly meetings, we have tried over the years to participate across the different interest streams that the club promotes. Although the motorsport aspect has probably dominated, we have also managed to attend 6-7 National meetings in different States, numerous day drives and many other functions. From 2015–2017 we were members of a very active and committed TSOA sub-committee that organized the 2017 National Rallye at Wangaratta attended by 94 participants from around Australia. TSOA is an enjoyable club to be part of with welcoming friendly members always



willing to provide help and assistance and we have enjoyed the many friendships made over the years. We hope we can continue to be active members and contribute to club activities in some way.

Ed & Marg Ferguson





GTK – Brian Watson

My automotive journey, like many, began with my father, a fitter and turner by trade. When I was about 7 years of age near Mackay Qld, he was reconditioning an engine in the back yard, and he was hand scraping white metal bearings using bearing blue.

At 74 years of age, in this day and age, such a practice in time and place is more significant to me now than it was at the time.

In retrospect it must have been for the Chevrolet utility (might have been a Pullman or such) which we later used to return to Victoria in 1958. Two adults and three kids in a single cab Ute, Queensland to Victoria, a most uncomfortable trip I remember well!

He had a variety of vehicles over the years about which I took no particular interest, until in 1964 (I was 14 years old) he bought a brand new EH Holden Station Wagon. The Premier model with red leather bucket seats, gunmetal grey paint, auto transmission, 179 red engine, and suddenly I was car conscious and committed! I told him to always look after it and keep it because I wanted it when I got my licence! Well, he did for a few years but then went contracting and used it as a workhorse, loading it with cement, sand, gravel, tools, equipment, you name it, and it was ruined in no time. Did not talk to him for 12 months!

I eventually did get my licence with the help of lessons from my grandfather. These lessons consisted of him driving me up to the South Morang pub, tossing me the keys with instructions to "be back in half an hour, after which you can drive me home to see if you've learnt anything". He was an engineer at General Motors Holden at Fisherman's Bend, and got a new car every year, so at least I learnt in the good stuff.

Straight away I wanted an EH, but still studying, no money and probably no idea in his eyes, he recommended a low



The first Triumph Mk 1 Spit



The first Spit repainted by BW



The Imported Mk3



powered old Morris. So, my first car was a 1950 Series MM side valve Morris Minor (the 'lowlight model'). Well, I grew to love that car, and Judy and I used it extensively touring all over Victoria. Many a brew was won when my petrol head mates did not believe the engine had no water pump, and a favourite party trick was to drive it sitting in the passenger seat (under controlled conditions of course!).

Eventually I fitted a Series 2 overhead valve engine after Mum got sick of me using the kitchen table to work on the engine, hardness of tappet adjusters being a particular bugbear. Later I bought a Series 2 utility which I eventually sold to my brother.

Dad got rid of the Premier and bought of all things a 1964 4 door Chevrolet Belair. Now this was about 1968 or so and this was a quite thing in those days. A real head turner, attracted lots of attention and of course not to be shared with youngsters, until one day...

I told him I had a date with a special girl, and he knew I was serious when he saw her corsage and my tie, and said, "hmmm well, you better take the Chev!"

Struth!!! What!!! The Chev? Geez, OK I'm in. Now a 1964 Belair Chev has a 3.9 litre V8, 2-speed auto and well, what's a bloke gotta do? Now you might think a 5.3m long (that's over 17 feet) vehicle is near impossible to 360, but I did. No harm done thankfully, first lesson in humility and car control learnt, and off I went to pick up Judy. Never did find out what her parents thought when this scruffy longhaired unemployed student turns up in a big old Chevvy.

Fortunately, there was a next time, but in the Morris.

I ended up getting my first EH Holden later around 1972, married in 1973 and we settled in to finishing college,

establishing a career and having a family. An older cousin at the time was tinkering with early MG's which sparked an interest in sports cars. An acquaintance was selling a Mk1 Spitfire to enable an upgrade to a TR4, and I was in. A garish looking thing with flared rear guards, wide wheels, and matt orange paint with black 'go fast' stripes. A lot of fun, I later repainted the car all white and sold it for a tidy profit, but my first Triumph, and I was hooked.

The desire never left me and a very nice, imported Mark 3 Spitfire came our way in the late 70's and I joined the TSOA. The first meeting I attended was in a scout hall somewhere, and then a series of meetings in Lou Molinas' Richmond pub. Motorkhana's at Broadford and Deer Park, a sprint at Calder were most enjoyable but I let the membership lapse for various reasons and the Spitfire was sold after a few years and replaced by a Mark 3 restoration project. The recently released TR6 caught my eye but was way beyond my reach, but one day! Meanwhile the EH was the family runabout and was replaced in turn by a Premier model which was another long-term project that never happened because I was made an offer I couldn't refuse. Bought a HJ Holden in order to get my first V8, which Judy hated because it didn't have power steering. Oops. A quick correction required there! She made quite a name for herself at the local primary school, as when dropping the kids off in the morning the V8 power led to a bit of wheel spin in the soft edges of the car park, and the kids would get comments from their friends like "oh your mum is so cool, she's a hoon etc".

Any way she never did like it, so it went after a while, and later my second son told me he was so upset when we sold as he wanted it when he got older. Familiar story??

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The TR7 at Bathurst 2017 Photo Ken Langdale



The TR7

The Mark 3 restoration progressed slowly over the years and was eventually, regretfully sold at about 90% finished. My philosophy has always been to be hands on with cars, doing all spanner work myself and learning as much as possible, and only calling on outside resources such as specialist skills and equipment.

Another EH Holden (the final one) was acquired with the aim of maybe Appendix J, did not quite get there, but did give me an ongoing interest. Never stopped dreaming about a TR6 though. A series of company cars and a number of Japanese 4-cylinder shopping trolleys, with the EH for tinkering with ensued for many years until the family grew and retirement loomed. (I have been a non-active member of the EH Holden Car Club for many years).

Re-joined the TSOA around 2010 whilst finally seriously looking for a TR6. The club was gracious enough to accept the EH on CPS whilst the search went on, and I entered the MSCA regularity competition with the Holden, winning in 2013. Vinyl bench seat, lap sash seat belt, three on the tree, drum brakes all around, boy was I having fun out there! I have competed with the MSCA every year since.

The TR6 finally arrived via the Healey Factory in 2011. A 1972 low mileage (near) original that interestingly had five previous short-term owners, had sat under someone's house for 10 years, and had featured as the Cover Story in Australian Classic Car Magazine in 1999 (Registered LKE444). I have kept it as such as far as possible resisting temptations to fiddle with it too much.

A couple of test runs on track made me realise such a precious vehicle should remain a road car, and, wanting to continue to learn more about competing, a TR7 seemed a good low cost, tweakable option. A fine restored example (the Group 44 green stripes helped) was acquired from Winchelsea Wedge Works. A new competition engine (retaining the 8 valve 2 litre) and some suspension and brake work was undertaken whilst still retaining the essential TR7 configuration, and I was away.

The stable currently consists of the EH, the TR6, the TR7 and just recently a GT6 which is a work in progress as a competition vehicle to replace the TR7, maybe. First problem is, I had forgotten how small the Spitfire / GT6 cabin space is, or have I grown somewhat?

The Minister for War and Finance suggests that a reduction

in inventory will happen soon (in due course, I say).

Myself, I started working life after a wasted year at university as a cadet engineer in the packaging industry working full time and studying Mech. Eng. part time a RMIT. With 36 subjects to get through at maybe 2 or 3 a year I figured I better get back full-time study. To get some money behind me (newly married at the time) I ran a milk round with horse and cart, one of the last to do so in Melbourne, from midnight to morning, then went on to my day job. Back to study full time and graduated after 2 years. Tough times for both of us. Re-entered the workforce right in the middle of a recession with a newborn baby. Drove a truck for 6 months delivering briquettes, until my first job as a design draftsman at Olympic Tyres.

Over the years I have worked in varied engineering roles, the bulk of it in the Materials Handling Industry specialising in handling bulk solids (Pneumatic Conveying). This involved pressure vessel, pipeline and conveying systems design as well as the project engineering, and later the mentoring of younger members. This covered many industries such as offshore oil and gas, cement, mining, chemical, coal fired power stations and marine. (30 years with Kockums Bulk Systems)

I have also spent time in manufacturing and production engineering /management (10 years with ICI Australia).

I have enjoyed the TSOA because of the people and the blend of social and competition activities the club offers.

Retired now to a small rural property in the Trawool Valley near Seymour, running after children still, grandchildren, cattle, cars, garden, and a myriad of other stuff I still cannot find the time for!

Article and photos by Brian Watson CP Eng (Mech) Retd.



The GT6



YouTube

Our private YouTube page:
<https://youtube.com/@tsoavic>
(You have to join)

Have you subscribed to our new YouTube channel?

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Subscribing to TSOA Victoria's YouTube channel is a convenient and efficient way to stay updated and save valuable time for club members

and administrators. By subscribing and clicking on the bell icon, you'll receive notifications whenever new videos are posted, eliminating the need for the committee to reach out

through other mediums like Facebook or emails. So, hit that subscribe button and enjoy hassle-free updates tailored specifically for TSOA Vic club members!

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



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

Library Book Review

New to the Library this month are two books from the popular and well written Original Triumph series—

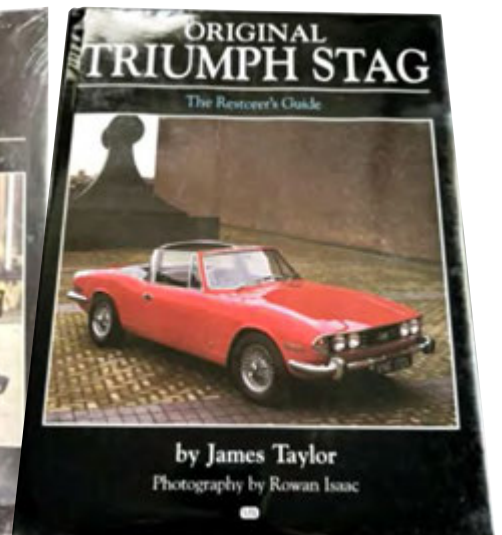
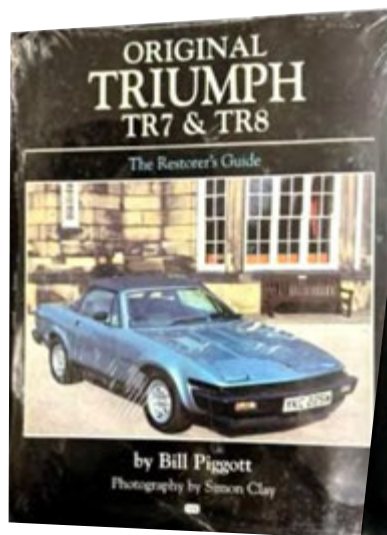
Original Triumph Stag

by James Taylor MBI Publishing 1999

Original Triumph TR7 & TR8

by Bill Piggott MBI Publishing 2000

Both of these books are very detailed with lots of colour photographs highlighting the features of the Triumph models covered. These are the go to references for anyone restoring a TR/8 or a Stag. The text covers the history and development of these cars, with lots of detail on the production line changes which occurred in each year of manufacture. High emphasis is placed on factory originally and numerous Concours winning cars have been selected for the photographs supplied. All the various model variants are discussed in detail, with another chapter covering the factory options and accessories which were available to new Triumph buyers at the time. The production chronology and VIN numbers are also discussed in depth, as are the paint colours and trim schemes. The final chapter is a buyer's guide and list of the relevant Triumph



car clubs. Both books are highly recommended and enjoyable reading.

Both of these books are now much sort after on EBay, and as such fetch a price premium. So why not come along to the next club meeting and borrow a selection of your favourite Triumph books for a little late night reading.

Larry Mundell

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

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The Sabrina Engine TRs

It's obvious why Triumph's late 50's and early 60's specially developed Twin Cam race engine was affectionately called **SABRINA**, after the exuberantly & well endowed female English model of the same period, more about her later.

These engines were used to power the TR3S, TRS (TR4 shaped) Le Mans cars of 1959, 60 & 61, with the 1961 TRS cars taking out the prestigious "Manufacturers Team Prize" securing 9th, 11th and 15th placings overall!

The story starts in 1956 when Triumph's CEO Alick Dick charged Harry Webster's engine design team with developing an engine capable of being competitive at Le Mans, it was soon apparent the old TR wet liner engine couldn't be developed to that level, so it was soon determined a Twin Overhead Camshaft was needed to be competitive. Ironically at the time Twin Cams weren't unusual



1959 TR3s at Le Mans. Photo: ViaRetro

in Coventry, with Jaguar, Coventry Climax F1 & F2 FPF engines, Aston Martin, and Morris's record breaking MG's.

Triumph intended to develop the engines for production, but after the 1961 season 6 any intention to develop them into limited production power units was dropped and they were destined to history. It is believed only 10 engines were produced, with the one off Triumph Conrero being the last car fitted with the Sabrina engine.

The engine was totally new, chain driven twin camshafts, two valves per cylinder, part spherical combustion chambers, unique type of SU carbs, the main engine castings were arranged sandwich style to ease of machining. Starting at the bottom & working up there was the sump pan, a lower crankcase, a cylinder block, and cylinder head, all squeezed together to make a durable performer. The engine was 6in longer than the old wet liner engine so the cars had a 6in longer chassis and wheelbase.

Pt Nepean Heritage Motor Show



SUNDAY, 3RD NOVEMBER, 2024.

2024 Entries Opening Soon

View exhibitor information here.

<https://pointnepeanmotorshow.com.au/>

Exhibitor Registration: \$25 per car (includes driver and one passenger). Public Entry: \$5 per adult.

The Rotary Club of Sorrento is staging the Point Nepean Heritage Motor Show as a community activity for all to enjoy. The location of the event at the historic Point Nepean Quarantine Station provides a unique and great environment for staging this heritage-themed event.

On the day, we are expecting more than 400 cars to be exhibited and approximately 2000 people to attend from both the local community and from afar. The event will be open to the public from 10.00am to 2.00pm.

Event Opening Hours

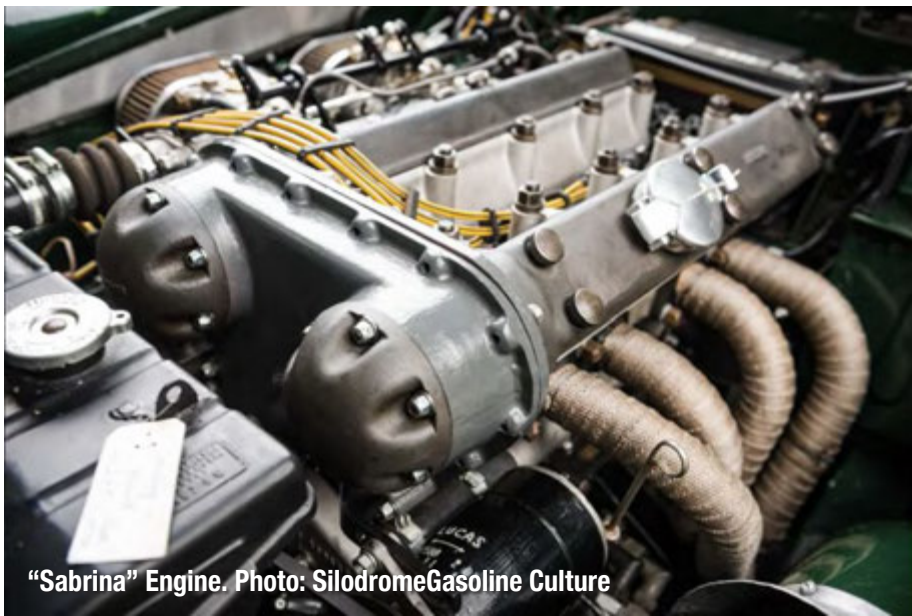
Exhibitor & Sponsors Site Entry: 8.00am – 2.00pm

General Admission:

10.00am – 2.00pm

Presentations: 2.00pm

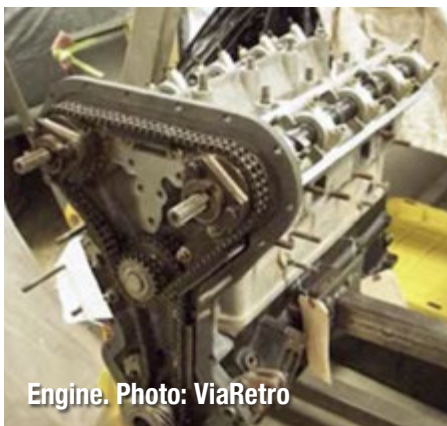
Yvette Consolino Rotary Club Of Sorrento



“Sabrina” Engine. Photo: SilodromeGasoline Culture



Sabrina.
Photo: aenigma-images.com



Engine. Photo: ViaRetro

The engine was neither light, high powered, high revving, or technically advanced as it was designed for

durability and to last 24 hours hard racing at LeMans.

Two of the TRS race cars complete with Sabrina engines were recently owned by TRF (Triumph Roadster Factory) in the States, currently there is one unassigned engine and the still wrecked TR3S needs an engine.

Now for my experience with Sabrina, the model, my father did a lot of business entertaining of overseas visitors & one of his favourite Sunday drives was to the Cross at Mt Macedon as it gave good views of Melbourne and the local country, we would then

go to the popular Log Cabin in the area for lunch, run by a Dutchman Van? I think it was around late 1961 and as usual dad had reserved a table but we had a couple spare seats, Van asked dad if he would let two people join our table advising one was a UK model of note with her agent, well as dad and the men were talking business and mum with the wives other things. I as a 15 year old schoolboy was assigned to the end of the table with Julie S' a family friends daughter from Adelaide who was a year older than myself and stayed with us a couple of times a year during school holidays to attend the Victoria Ballet.

Sabrina this voluptuous young lady sat opposite and took her coat off, I hope I didn't go google eyed and drool when eating but I remember Julie repeatedly kicking me in the shins under the table, I remember Sabrina making small talk and asking Julie about her Ballet.

I do remember when we left mum and Julie laughing their hats off and Julie saying Peter must be sick he didn't eat much! I think it was Sabrina's very small waist that beguiled me!

Reprinted with permission from The Triumph Enthusiasts Guild.

1961 Triumph at LeMans video

<https://www.youtube.com/watch?v=VGfQOLFHgYE&t=7s>

(CONT'D P33)



An accurate recreation of the 1959 TR3S "Works" Le Mans Entrant.
Photo: Classicdriver.com



Photo: viaretro.com

In 1961 they finally succeeded: All three TR-S completed at Le Mans and Triumph won the team prize.



Triumph TRS Photo: SilodromeGasoline Culture

Triumph Sabrina engine

Also called	20X
4cy	1,985 cc (121.1 cu in)
Cylinder bore	90 mm (3.54 in)
Piston stroke	78 mm (3.07 in)
Cylinder block material	Cast iron
Cylinder head material	Aluminium
Valvetrain	DOHC
Oil system	Wet sump
Cooling system	Water-cooled
Dimensions	
Length	26+1/4 in (667 mm)
Width	18 in (457 mm)
Height	26+1/4 in (667 mm)
Dry weight	438 lb (199 kg)

History

In the late 1950s Triumph's Competitions department designed and built a new high performance engine given the development name 20X. An investment of £49,000 was approved for its development, as 'Project 51', by the Standard-Triumph board at its meeting on 19 September

Harry Webster, director and general manager at Standard-Triumph, reported that the engine was developed to explore new casting and engine production techniques. It also incidentally gave Triumph a chance to improve their showing at Le Mans after their modest results in 1955.

To accommodate the engine, a modified TR3 chassis was created with

a track widened by four inches and a wheelbase extended by six inches over those of the production car. In late 1958 Triumph commissioned Giovanni Michelotti to create a body for the 20X development chassis. The project, called Zoom, resulted in a full-width body, with tall doors having wind-down windows, and headlamps moved to the tops of the front wings. By 1959 two Zoom prototypes were complete; one convertible and one coupé with a removable roof panel, both powered by 20X engines detuned to around 120hp (89kW).

By the middle of 1960, Triumph had prototypes for two potential TR replacements — Zest and Zoom — with a combined program cost of £676,000. Zest had been conceived as the TR3's replacement, and Zoom was considered for production as an upmarket model. Having seen Zoom, some at Triumph wanted it to become the next TR, but the cost to produce the 20X engine in volume killed the project.

From Wikipedia, the free encyclopedia

Technical details

Sabrina is an inline four cylinder engine with dual overhead camshafts. The basic engine assembly is made up of five main components: an oil sump, a crankcase extension, the crankcase, a

water jacket with cylinder liners, and a cylinder head. Of these, the crankcase is of cast iron, and the cylinder liners are of cast chrome-iron. The other components, including the water jacket, are cast in aluminium alloy. Alloy crankcases had been tried, but proved insufficiently rigid in bending.

Both the connecting rods and the crankshaft are of forged steel. The crankshaft is carried in five main bearings, two more than are in the Standard wet liner inline-four engine used in production TRs.[2][8] The pistons are of die-cast aluminium, and the compression ratio was set by adjusting the height of the piston crown.

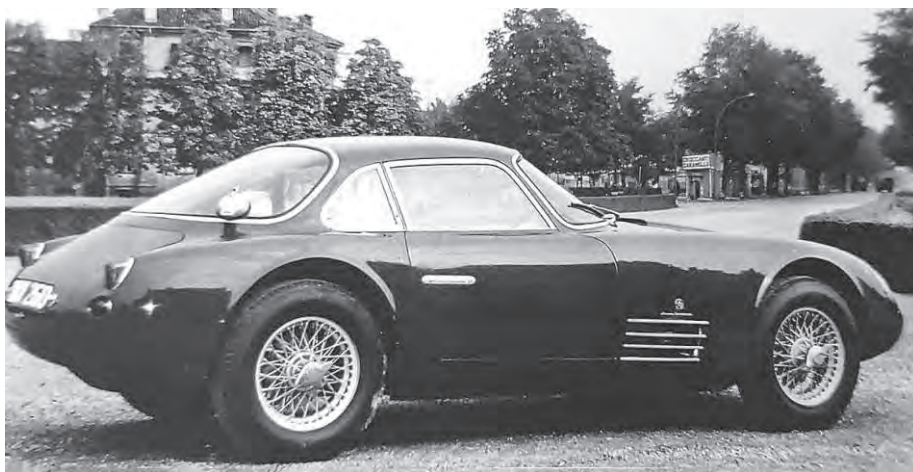
The cylinder head has four hemispherical combustion chambers, each with two valves having an included angle of slightly over 73°, with the exhaust valves being inclined from the horizontal about 4° more than the intakes. The valves are made of nimonic steel, and have double valve springs. The camshafts are hollow, and run in five bearings each. Valve tappets are inverted bucket style, with iron guides and adjustment by shims. The camshaft drive comes off the nose of the crankshaft via primary and secondary duplex chains with Renold hydraulic tensioners.[2]

The cylinder head has a separate intake and exhaust port for each cylinder. The exhaust manifold is a 4-2-1 style, with joins at 16in (41cm) and 34in (86cm) from the head's square exhaust port. The engine is fitted with two twin-choke SU DU6 carburetors. The front of the engine mounts a separate case that includes drives for the camshafts, oil pump, fuel pump, distributor and tachometer, with provision for the future addition of a fuel injection pump and dry sump oil scavenge pump.[2]

A complete engine less ancillaries is 26+1/4in (667mm) long, 18in (457mm) wide, and 26+1/4in (667mm) tall, making the twin cam engine 3+1/4in (83mm) longer than the Standard wet-liner engine and more than 1in (25mm) lower, while widths are the same. At 438lb (199kg), Sabrina was lighter than the Standard wet-liner

TRS photos by Stephen Marshall





engine.

Power and torque figures for the engines in the 1960 Le Mans cars are reported as having been better than 150hp (112kW) at 6500 rpm, and 142lbft (193Nm) at 6590 rpm, while power for later engines was expected to exceed 165hp (123kW).

Motorsports

At the 1959 24 Hours of Le Mans, three extensively modified TR3s, referred to as 'TR3S' models, were run. While superficially resembling the production TR3, the Le Mans cars were six inches longer than the production model, had bodywork of glass fibre, and were powered by Sabrina engines. The teams of drivers in the cars were Peter Jopp/Richard "Dickie" Stoop, Ninian Sanderson/Claude Dubois, and Peter Bolton/Mickaël "Mike" Rothschild. Both the Sanderson/Dubois and Bolton/Rothschild cars retired after cooling fan blades detached from their respective engines and perforated the cars' radiators. The Jopp/Stoop TR3S was called in to have its blades removed, then ran as high as seventh place overall before being forced to

retire due to an oil pump failure with just over an hour remaining in the race.

The three Triumph TRS race cars fielded at the 1960 24 Hours of Le Mans, registered as 926 HP, 927 HP and 928 HP, used the same chassis and engines as the previous year, with new fibreglass bodywork based on Triumph's Zoom prototype. The three driver teams this year consisted of Keith Ballisat/Marcel Becquart, Les Leston/Mike Rothschild, and Peter Bolton/Ninian Sanderson. The hardness of the metal in the valve inserts had been reduced from that of the 1959 engines, and during the course of the race the valve inserts were damaged, eliminating all tappet clearance. Post-race, with clearances restored but prior to a full rebuild, the engines still produced around 120hp (89kW). Despite the engine trouble, all three cars finished, in 15th, 18th, and 19th places, and staged a formation finish, but were unclassified due to having failed to cover their mandatory distance.

Triumph planned to field a revised car at la Sarthe in 1961, but the new cars

were late, so the previous TRS's were updated, with power output raised by 5hp (3.7kW), and entered again in the 1961 race. The driver teams included Peter Bolton/Keith Ballisat, Les Leston/Rob Slotemaker, and Marcel Becquart/Mike Rothschild, which respectively finished 9th, 11th, and 15th overall, and claimed the manufacturer's team prize for Triumph.

Triumph Conrero

The Sabrina was to be used in a batch of newly designed cars at Le Mans in 1961. Although a team of four cars was planned for the race, ultimately only one car was built, and it was not delivered until 1962.

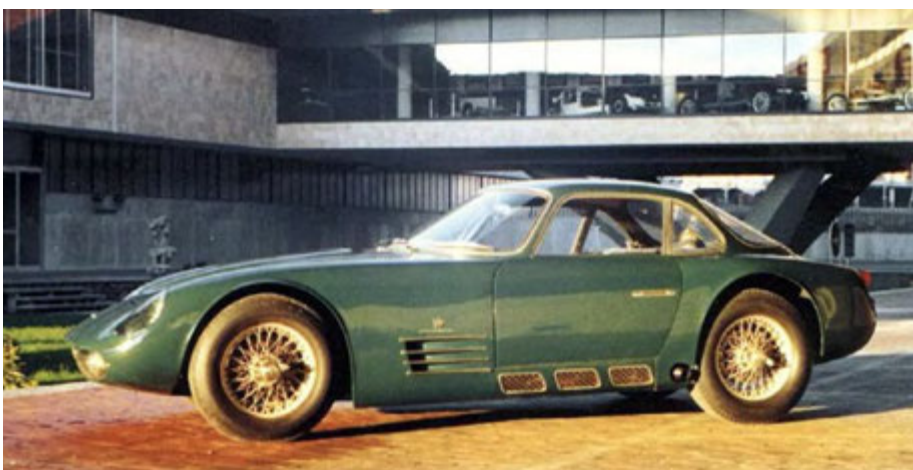
A new body designed by Michelotti was fitted over a custom multi-tubular steel chassis fabricated by Italian engineer and Alfa Romeo tuner Virgilio Conrero.[23]

When tested on the M1 motorway, the Sabrina-powered Triumph Conrero reached a speed of nearly 150 mph (240 km/h).[25] The car did not race at Le Mans, as Triumph's Competitions Department was dissolved before it could be entered. It never appeared in any other race, but was run in practice at the 1963 12 Hours of Sebring. The Triumph Conrero was later returned to England for restoration, and appeared at the Brooklands Museum reunion in 2010.

With a tubular spaceframe and aerodynamic bodywork, the Triumph Conrero took full advantage of the tuned Sabrina engine – a reported 165bhp with a surfeit of torque – to reach almost 150 mph on the M1 motorway in England. His reputation led Standard-Triumph to commission his assistance to produce a four-car team for the 1961 24 Hours of Le Mans. Unfortunately, only one car was made, and that single unit was not finished until 1962.

As so often happens with the history of Triumph, the Leyland takeover scuttled what could have been a class-winning effort at Le Mans in 1962. The car, however, survives and represents another chapter in the Book of What If for British sports cars.

Source: www.mossmotoring.com



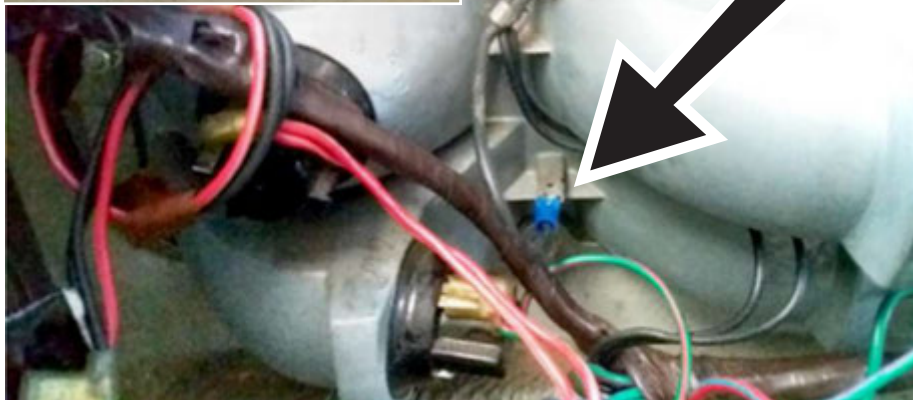
Rear lights

The Wedge rear light clusters are very poor with much illumination "trapped inside" the diecast housing. There are a number of options available to enhance the performance and improve safety with higher visibility signals.

- Improve the reflectivity of each of the four compartments in the housing. Either spray with your favourite chrome spray or glue some aluminium foil inside the housing. See Pic 1 showing foil.
- Use a LED bulb with multi facets to direct light outwards towards the lens. Note that a LED bulb will probably require an electronic flasher unit to achieve the required flash rate.
- Replace the single filament tail light bulb with a dual filament and connect up to create a double brake light.
- Improve the earthing of the assembly. In later models the earth is a collection of wires located in a crimped and soldered lug under a washer on a stud holding the plastic outer lens and inner housing to the body. It is difficult to tighten the nut to ensure good contact without distorting and possibly cracking the plastic lens. So solder another wire, about 90 mm long, with a female spade lug on one end that can connect to the male spade in the middle of the housing. See Pic 2. Always use star washers with any earth lug to ensure good contact with the vehicle body.

The two gaskets (each side) between the plastic lens and the body and between the housing and body have probably crumbled into pieces from sunlight exposure. These prevent water and dust ingress to the housing. Rather than purchasing parts: RB7107 (about \$15) and UKC493 (about \$10) plus P&P, buy a piece of grey 6 mm foam rubber from your neighbourhood Clark Rubber store and cut out replicas with scissors.

Philip Johnstone



Left: Aluminium foil glued inside housing
Below: Extra connection to the earth tab

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

Valé: Warwick Eaton

We were all deeply sadden & shocked to hear that long time TSOA member Warwick Eaton had passed suddenly away in on 24th July while on holiday in Western Australia.



Warwick will be remembered as one of those club members who was always happy to lend a hand in events especially trackside during numerous 6HR relays and we often marvelled at his stamina in driving from Colac to either Philip Island and Winton and back in a day to be part of our team. He also became involved in the MSCA trackside crew helping out with Dummy Grid and later as a flaggie.

He won the MSCA Official of the year in 2023.

I will always remember his willingness to take on the majority of the planning for our Western Otway's weekend in 2019 and researching the best places to visit and roads to drive on. He wasn't at all upset when I had to pull out at the last moment and left him to carry on with the organisation on his own. Warwick spent almost all his working life as a caring and thoughtful school teacher in the Colac area as well as being a farmer and running a plant nursery with Mary his wife. His

hobbies included music, playing guitar in bands for many years, which he blamed for his deafness in later years and of course always willing to have a chat on any subject with anyone.

On behalf of the President, Committee & members of the TSOA Vic I pass on our deepest condolences at this time to Mary and her family on their sad loss.

Keith Atherton

Payments: A deposit of \$325 will be due on 28th Feb 2024, then three \$325 instalments on:

2nd instalment	30th April
3rd instalment	30th June
Last instalment	31st August

There are two competition events, one will be a regular sprint.

The other a fun event that all national delegates can enter with their Triumphs. No rollbars required and we encourage everyone to have a try.

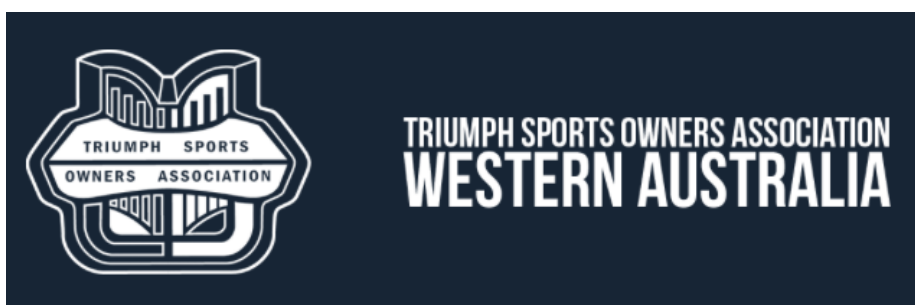
There will be an additional cost for the two events which will be advised at a later date.

View a detailed presentation of the rally [HERE](#)

Those wishing to attend the rally [REGISTER HERE](#)

We have reached our target registration of 90, however still register, and you will be placed on a wait list and will be advised when a vacancy is available.

For any questions phone: Ron Marian 0408851445



The 43rd National TSOA Rally will be in Albany Western Australia.

The dates for the rally will be from **Saturday 19th till Sunday 27th October 2024.**

The WA committee have chosen Albany for its historic relevance and the beautiful scenery in the Great Southern region surrounding the town.

Pricing will be \$1300 per person based on twin share. Single delegates may need to pay additional costs or advise if they will be willing to share a double bedroom unit.

Your Nationals Meeting Cost Includes:

- 8 Night's accommodation with

cooked breakfast each day (Saturday will be Brunch at alternate venue)

- Sundowner drinks and Welcome Dinner-Sat 19th
- Show & Shine and evening Sundowner and Dinner-Sun 20th
- Two competition days (Light Lunch) evening Drinks and Dinner-21st and 24th
- Observation Run and Lunch, Free Evening-Tue 22nd
- Free Day and evening Sundowner and Dinner – Wed 23rd
- Run and Lunch, Free Evening-Fri 25th
- Brunch (no Hotel breakfast), Sundowner and Presentation Dinner-Sat 26th
- Departure after Hotel Breakfast -Sun 27th

IAN WATT'S GRAND SALE

FOR SALE

Know'n when to hold 'em – Know'n when to fold 'em"

Successfully developing and racing Triumph saloons in Group N (Prev Appendix J) for 35 years, Ian Watt 'has finally hung up his helmet'.

The PI in the hands of its new owner just completed a 200 km Tarmac rally. Reflections of past international successes, London-Mexico 1970.

Ian is clearing out his inventory of Triumph parts. Photographs are followed by description.

Some parts are offered for sale, but the majority are being donated to the TSOA where members would hopefully see value and purchase with the funds going the TSOA \$Coffers.



'J' type overdrive.
Professionally refurbished.
Includes main shaft – to be repaired or replaced.
No use other than testing.
As the Group Nc PI got progressively faster, and limited to 13" wheels, I was experimenting with overdrive. But never raced in anger with the overdrive in line
\$3,000



Full floater rear hubs with Mk1 drive shafts.
Fits MKII rear end.
Professionally engineered and built in AU.
The Group Nc used these units 2002-2018. I then replaced these with UK supplied full floater and CV joint shafts. Once I got the Mod through Tech conformity at Motorsport AU
Never risk a rear hub failure.
Fits MKII saloon
No mods required. **\$,1000**



2.7 Race head.
Matched PI Inlet manifold.
2 x 2.7 head gaskets.
Group Nc required engine sealing at 2.5l. 2000, when building the PI I bought a 2.7 race engine that saw no service due to a crash. I wanted the crankshaft etc. Not the block or head
\$3,000



'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



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



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



New TR6 rear suspension adjustable rear suspension mounts.
I made a mistake, purchased these for the PI on advice they fitted. Not so. So I built my own.
\$400.00

Fully professionally refurbished, this was the back-up unit. Saw no use, as the 'A' gave no trouble.
Requires injectors
\$1,500



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

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



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 \$coffers.



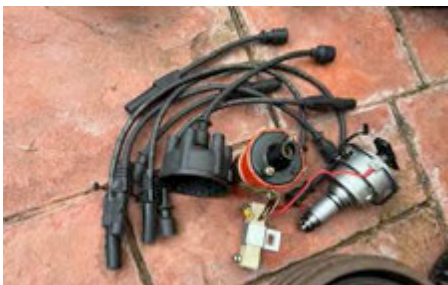
Box of better bits
Gear Box



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



Engine tear down
Double chain CAM



Race tuned distributor



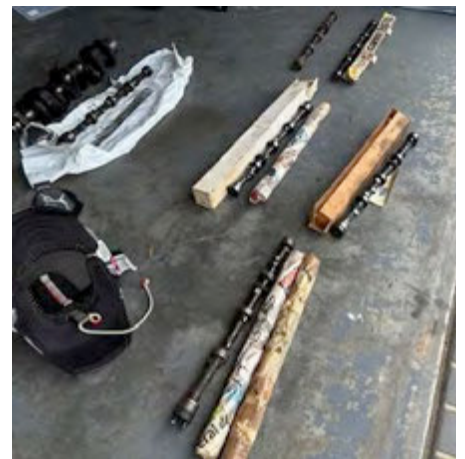
I 'fell over' at a clearing sale a complete early PI engine, gearbox, and o'drive. It had done no work for 50 years. An early wreck.
This and the block below relate Centre of crank shaft. Brass spigot
Note very clever spigot bearing – rear of crankshaft.
Standard spigots in racing need constant renewal



Ref above.
These parts should be kept together.
I was considering this block and crankshaft with the 2.7 head and PI unit.



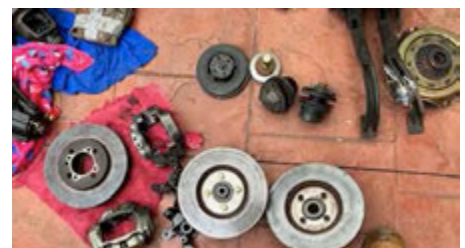
3 cross drilled crank shafts.
The bottom one is Vanguard 6.
Ex race engine with 7 bolt Flywheel to Crankshaft. all 3 in exceptionally good condition



Assorted race and standard Camshafts



New or crack tested



Conversion to BMW E30 vented discs and Volvo 4 spot callipers.
Direct bolt on.

Contined over the page...

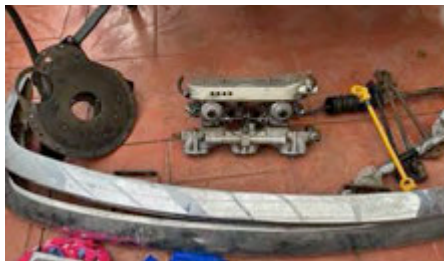
6 new pistons
60th. over.
6 perfect pistons 60th. over. Retired when I fitted Forged pistons
New bearings. Uni's 12 reco cam followers
Engine mounts
Filters

IAN WATT'S PARTS FOR OFFER cont'd

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



Rear hubs and race lining.



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



1977 rolling shell.
In case I messed up with the PI



Diffs
3.4 3.7 4.1.
4.1 has chipped tool on crown wheel



Grills, lights/front/back
Woodwork Chrome trim
Rear end stiffening brace



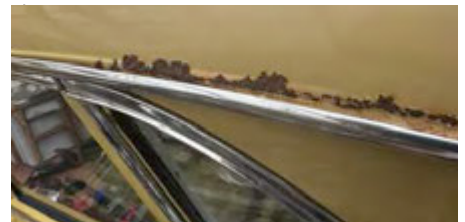
My carelessness during last 20 years of



Serviceable standard gear box



MKII bonnet, boot
4 doors.
Zero damage or rust



Block & Auto still fitted

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

FOR SALE

1961 TR4, Red
Excellent Condition Asking Price \$36,000
Paul Wainscott
paul@glenmist.com.au
0400832200



BUY, SWAP AND SELL

NB: From this issue forward For Sale and Wanted Ads will now run for 2 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

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



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

Small Indoor Car Cover

Very Good Condition, colour brown

George Stephen

traction@tsoavic.au \$50

BUY, SWAP, SELL AND WANTED

FOR SALE



Bellhousing - Rover V8 to LT77/R380 Gearbox, Suits Triumph TR8, TR7V8. \$650

Rare hard to find SD1, Triumph TR8, TR7V8, MGB V8 type bell housing. Also Morgan & TVR applications fitted with the Rover V8 engine with LT77 or R380 gearbox.

Adapts LT77 or R380 2wd 5 speed gearbox to fit Rover V8 engine fitted in any other saloon/sports car applications including custom/kit cars.

So if you are doing a TR7 V8 conversion this is the part you want for fitting the Rover V8 to the LT77 Gearbox. These are thin on the ground, get them while they are available.

Pickup Balwyn North 3104



Original TR7 Air Con Compressor and Condenser with Fans Setup \$450 ono

Well here is something you don't see every day, an Original, almost complete Air Conditioning Unit for a TR7. Inclusive is the Compressor, the Condenser with Dual Fans setup Rig, This was Original Equipment, coming out of a Californian Delivered 1979 TR7 Convertible. It was in full 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 \$280

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

For more photos and details contact Scott Rankin 0414 578 990

FOR SALE

Viscous Fan coupling \$130
TKC101 new unused. Suits TR7, TR8, Stag, Dolomite, 2500.
Philip 0417 014 636

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



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

A tragic day in Australia's history



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



MICHELIN

CLASSIC TYRES

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



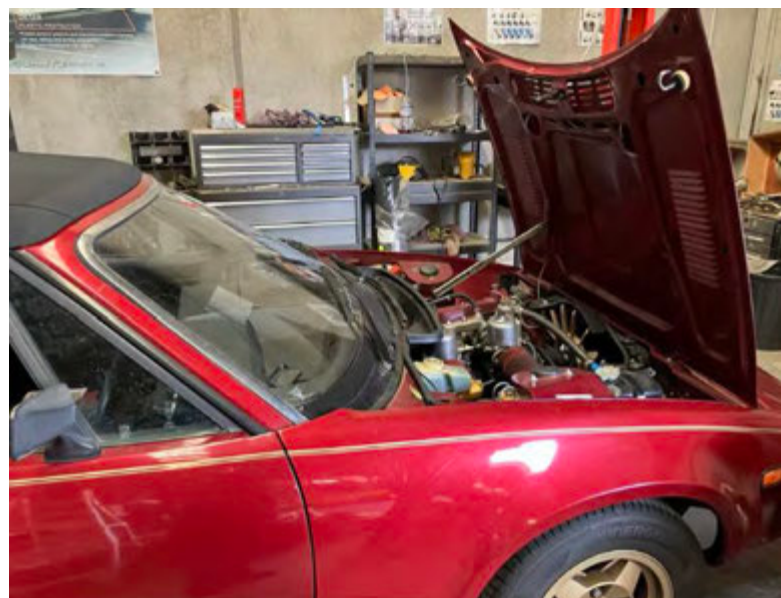
STUCKEY TYRE SERVICE

828 Sydney Road Brunswick Victoria 3056

Phone (03) 9386 5331

www.stuckey.com.au www.michelinclassic.com

Wedge Day at CFS May 19 Photos Keith Atherton





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

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