

TREND

APRIL - JUNE 2024 EDITION *AGAIN, BETTER LATE THAN NEVER!*

**A TRIBUTE TO THE LATE LEGEND-
PHIL WEST**

**DRIVE YOUR TRIUMPH DAY
2024**

**INFORMATION ON EVERYTHING
INTER-CLUB-CHALLENGE**





Classic Car Clinic

Service. Restoration. Sales



SPECIALIST EXPERTISE FOR TRIUMPHS

Classic Car Clinic has decades of experience with all types of Triumph and we are passionate about this iconic car.

We provide a comprehensive range of services including all service, mechanical and electrical work and have established partners for paint, body and trimming requirements too.

Should it help in getting back from the workshop, courtesy transport can be provided and we can also offer a pick-up service for your car too. Call us or email to make a booking for your Triumph we and look forward to seeing you soon.

37 Lemana Lane, Burleigh Heads, 4220
Our phone number is 5659 1455
info@classiccarclinic.com.au



“Service, spares & repairs to all British vehicles”



Greg Tunstall Mechanical

2 Trade St Ormiston 4160

Office located on Freeth St

Ph: 07 3821 0622

www.gregtunstallmechanical.com.au

TSOAQ appreciates the support of advertisers in this magazine. Acceptance of an advertisement does not necessarily imply endorsement by the club of the advertised product or service. Now that TRend has become a quarterly newsletter distributed to members by email, production costs are vastly reduced and we have virtually unlimited space for advertisements

The committee has therefore determined that the cost of a full-page advertisement will be \$100 paid annually (plus any artwork costs unless finished art is supplied). Please contact the editor if you wish to book a page for your business.



CONTENTS

APRIL- JUNE, 2024

1 EVENTS

2 PRESIDENT'S REPORT

3 A TRIBUTE TO THE
LATE PHIL WEST

6 MAC'S BRIDGE
VOLUNTEERS

7 DRIVE YOUR TRIUMPH
DAY

8 BUCKLES TRIBUTE

9 ICC INFORMATION

11 MIDWEEK GET
TOGETHER

12 EXECUTIVE
COMMITTEE

EVENTS



APRIL

Sat 6th - Cars & Coffee
Coorparoo

Sun 7th - Monthly Gold
Coast drive

Sun 14th - Cars & Coffee
Samford

Thurs 18th - GEAR

Sun 21st - Monthly
Brisbane drive



MAY

Sat 4th - Cars & Coffee
Coorparoo

Sun 5th - Monthly Gold Coast
drive

Wed 8th - Midweek lunch Sea
Salt & Vine, Scarborough

Sat 11th - Cars & Coffee
Morayfield

Sat 11th - ICC Round 2 ICC
Economy Run

Sun 12th - Cars & Coffee
Samford

Sun 19th - Monthly Brisbane
drive

Sat 25th - TSOAQ General
Meeting

Sun 26th - ICC Round 3 HSCCQ
Motorkhana at Willowbank



JUNE

Sat 1st - 3rd Winter
Weekend away at
Stanthorpe

Sat 1st - Cars & Coffee
Coorparoo

Sun 2nd - Monthly
Gold Coast drive

Sun 9th - Cars &
Coffee Samford

Sun 16th - Monthly
Brisbane drive



PRESIDENT'S REPORT



It doesn't seem all that long ago that we were getting clear of the Christmas/New Year break and now the first quarter of 2024 is over. Our Secretary, Mike, has been on the job and you will have our events list for April. All longer-term events are in the planning frame with some marching forward better than others.

Pearce and the TSOAQ/MX5 planning committee are making really good progress with a schedule of meetings to make sure all the necessary ground work is in place to ensure that the MACS event, in its new form and venue, goes off smoothly. Pearce, as a member of the Caboolture Aero Club (CAC), is the link between the car clubs and the aero club. As you can imagine maintaining a close liaison with the aero club is essential. While the car clubs are looking after the motoring part of MACS the CAC is at work in preparing the aircraft component for the new look MACS to take shape.

Given we have a new partnership, a new event concept and a new venue there is plenty to do in preparation for the event. The interest shown by the various contacts is very promising and gives the organizing committee a lot of confidence that the event will be successful.

If you have been keeping up with your Events email you will note that for the June weekend away the accommodation that has been secured is in Stanthorpe and not in Tenterfield as originally planned. The reason was simply that Tenterfield accommodation was fully booked despite an early booking attempt. Stanthorpe's Apple and Grape Motel has 20 rooms set aside for us so if you haven't done so, and are able to join us, make your booking and be sure to tell them you're a TSOAQ member. Phone number is 4681 1288.

It's the year of the Wedge (50th, that is) but I haven't seen much excitement brewing anywhere. Never mind, there is still time and if you are an enlightened wedge owner why not target the MACS day on the 14th July at Caboolture to air your wedgness. Well, show up with a shiny seven or eight so that we can show non-wedge owners what they are missing out on.

Elsewhere in this issue you will find a story on our recently departed TSOAQ and wedge friend Phil West. It is only a very brief picture of some of his full and varied life but it is something to share with members, especially those who did not have the opportunity to know him.

I must admit I still can't get comfortable with the idea of having to make preparations for a Xmas Party/End of Year Breakup from 9 to 12 months in advance of the proposed date. Even when we have that function at the Carindale Club Rooms we need to book early to secure a suitable date. There has been divided opinion about whether we use Carindale regularly or whether we use external venues. Each option has its own set of "for and against" and with the wisdom of Solomon the Committee is adopting a semi-rotating venue arrangement. Finding a suitable external venue can be tricky but for 2024 we have secured the Nudgee Golf Club. It's easy to access from all points of the compass (except the east!) and other criteria boxes are also ticked. Look for more details in a later TRend and in Mike's Mails.

Frank.



PHIL WEST

A Highly Accomplished Motoring Enthusiast & Special Triumph Club Member



Phil was one of those blokes that it was great to get into a conversation with. Those times would start off in the usual way with an exchange about ordinary day to day topics. Often it would be about cars and performance, but it could also be about farming, the weather or current TSOAQ topics. From my own experience a conversation would soon be taken over by Phil, not because he had a desire to dominate a discussion but because he had so many interesting stories. It was easy to just listen because it ranged from being entertaining to informative and was always worth listening. What follows is a researched story of some of Phil's past which highlights the character of a special bloke.

The 1968 racing season is a good place to start as it was remarkably successful for Phil. He won Bathurst's 1968 Gold Star round in a Repco V8 powered open-wheeler at the Easter Meeting at Mt Panorama. The Gold Star for Australia's premier open wheel racing category was run over 6 rounds. With a win, two seconds and a third and two dnf's (did not finish) Phil was second to Kevin Barlett in the championship.

Six months later he was runner-up in the Hardie-Ferodo 500 (as it was known then, The Great Race as we now know it) in the factory supported Holden Dealer racing Team's best performing Monaro GTS 327. Phil and New Zealander Jim Palmer were the only other pairing to complete the full 130 lap distance that day. His comment on the event was that; "the brakes were bloody awful on the Monaro. If you drove so that you only had one hard brake application every two laps they were OK." Running in 3rd position Phil had lost all of the brake fluid and over Skyline

he had got the wrong way around, then the other way and slowed enough for the Esses. "The last 13 laps, I didn't touch the brake pedal. I was going down to 3rd at full speed and going back to 2nd at about 140kph. The thing didn't even turn a hair!"

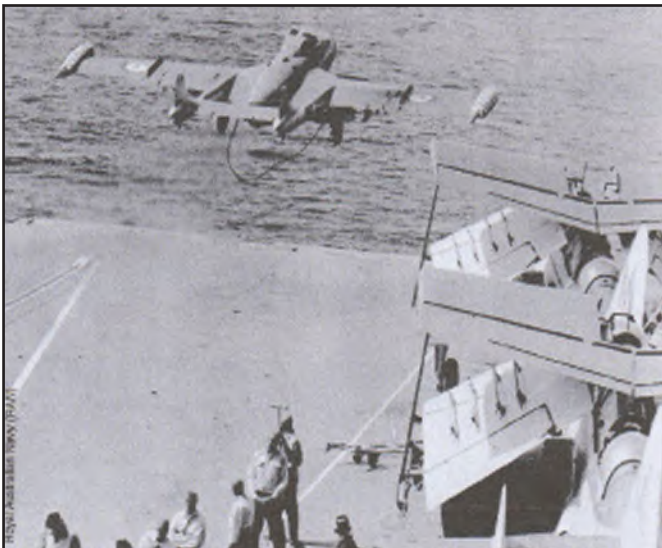
Before the 1968 Hardie Ferodo there was an earlier attempt on the Bathurst Classic in 1964 when Phil shared a Hillman Imp with Chris McSorley. They covered 110 laps for 37th outright and ninth in class. Phil's comment on the event; "That Imp went around on rails. It didn't have enough power to slide." A notable happening during the event was when Max Stewart heard Phil complaining that the Imp would only do 125kph down Conrod straight. Max, driving a Triumph 2000, subsequently gave him a tow down the straight and the resultant slip stream gave the Imp a speed of 171kph! That hardly seems believable but speeds down Conrod Straight were measured. The Triumph 2000 was doing especially well too. The achievement warranted a headline in the Sydney Morning Herald.



The motor racing world would seem to be Phil West's oyster as the 1970's approached. Yet, within 12 months of finishing runner-up to Kevin Bartlett in the 1968 Australian Drivers Championship, Phil was gone from the sport for good. That is a most unusual scenario and it says something very special about the type of person Phil was.

There was a third major Bathurst racing campaign with the 1969 Hardie-Ferodo 500. Phil was teamed with Bill Brown in a Falcon GT HO, a dealer car from Alto Ford with David McKay in charge. Bill had the opening stint but he rolled the car on lap one leading to a massive pile up to start the race.

Prior to discovering motor racing Phil was a pilot with the Royal Australian Navy. He was with the Fleet Air Arm in the late 1950's and early 60's flying DeHavilland Sea Venom jet fighters on an aircraft carrier. He recalls that taking off from a carrier was a lot like motor racing only worse. The acceleration was violent and he observed you were really just a passenger for about 2.5 seconds, which seemed longer. You only got control when the thing left the deck and was suddenly all yours. The landing was harder physically, but it wasn't so nerve wracking as you were in control.



How did Phil West find his way into Navy jets? When he was 11 or 12 the family moved from Townsville to Bathurst. In 1952 and 1953 he walked around Bathurst selling programs and it never occurred to him then that he could ever afford to go racing. This is a gap in our story but it would have been a process enlistment and extensive training leading to the pilot officer role. He became a qualified mechanical engineer, was married in Sydney in 1962 and acquired a Morgan Plus

Four (powered by the four cylinder Triumph TR motor). He describes it as being, "bloody quick, compared to all the MGs and other things I had." Phil set out to have fun via hill-climbing which led to a Lotus 20 and then to the little Brabham.

The following comment by Phil says something about his car control skills. "Lotus 20s at Warwick farm were a prime example of driving. About 50 people raced then and 44 of them did 1 minute 52 seconds. Six of us did 1 minute 46. That's light years, and it was the difference between four-wheel drifting through corners and not drifting. Phil then campaigned a Brabham 1100 and a Motor Racing Annual assessment of drivers for the coming 1968 Gold Star season had this to say in their review; "He has turned in some remarkable times in his 1100cc Ford engine Brabham and a day of practice in the Repco Brabham 2.5 V8 impressed David McKay a great deal." "Nobody could call West unassuming for he was confident enough to be cocky, but he backs up this veneer with real performances."

Phil's ability was obvious to Scuderia Veloce Racing boss David McKay whose driver line up included Spencer Martin, Bill Brown and even Jackie Stewart as a guest driver. That association meant he got to drive a range of cars in various classes. He drove the Scuderia Veloce Ferrari GTB in the Surfers Paradise 6 Hour race and declared it a very (his actual word was much harsher!) awful motor car. He describes it as having complete and utter rear-end breakaway. "During testing at the same track, the Ferrari was doing 246kph down the straight, the Monaro about 200kph, but the Monaro was 6 seconds a lap quicker." I don't think Phil ever quite got over that Ferrari as I listened to his expanded and very descriptive version of that experience on more than one occasion.



Phil's stories, particularly those about motoring and motor racing were hugely entertaining. Among the many of them the one that was his scariest memory comes from the time he was racing the Repco Brabham open wheeler. This occasion was long before The Chase was installed to slow cars on the very long, high speed down-hill straight. Conrod Straight had infamous humps which demanded respectful application of the throttle. He recalls that he got air borne on the second hump at 283kmh. "You lift off when you're in the air because the revs go over 11000rpm and then you land. Nobody had told me that you couldn't go over the hump quicker than about 250 kph. I went this way and that before I could gather it up."

The overview of Phil's career shows that he got in and out of motor racing without a scratch. He wasn't around for long, but he was more than good enough to race at the top in Australia. You don't win a round of the Gold Star in a Repco V8-powered Brabham BT23A without a liberal serving of courage and skill. Phil finished runner up to Kevin Bartlett in the 1968 Drivers Championship. As he scaled the racing ranks he was keen to discover just how good he was and when he answered that question to his satisfaction, it was time to pull the pin. It was also a matter of financing his racing. He raced twice at Warwick farm in 1969 and then retired. He decided that after a season in the Formula 1 car he wasn't going to worry Stirling Moss or Jim Clark.



That's not the end of the Phil West story. As he says, I played in the tourist industry in the Whitsunday's, then came back to industry. No doubt there is more to Phil's story but it was probably less colorful compared to the foregoing activities. It was TSOAQ membership that brought Phil into our orbit and with that, more interesting stories.



His TR7 and TR7V8 were evidence of his mechanical engineering and motor sport background. The extremely potent TR7V8 was an outcome of that background as was fun driving a TR7 around the paddock and things he did with the domestic cars and a Honda 2000 were fascinating. In listening to the stories you always knew that he was in control of what was happening. Despite advancing years the basic skill was always there.

Phil was a farmer in the Beaudesert area. Even stories about farming issues were interesting as it seems he could always see a humorous side even when things were not going that well, for example flooding events of recent years. In an overview of this brief personal history it is apparent that Phil made decisions according to the prevailing circumstances both personal and external. It seems he was always comfortable with those decisions and didn't look back with regret. I think he told good stories because they were good memories well flavoured with lashings of humour. We were indeed fortunate to have shared some of that with him.



FJ.

TRend acknowledges Muscle Car Magazine and Paul Gover for factual material and quotes and Paul Cross for some photos. Also Motor Racing Annual and James Laing-Peach for results and event information.



ATTENTION!

VOLUNTEERS WANTED FOR MAC'S BRIDGE

Mac's Bridge is back bigger and better for 2024. This year we have been joined by the MX5 club and Caboolture Aero Club as joint hosts of the event. The event is to be held at Caboolture Airport which is at the end of Aerodrome Road Caboolture (use exit 152A towards Bribie Island). In addition to the usual comprehensive classic car displays there is the additional attraction of viewing classic aircraft that will be parked on the runway. The Queensland branch of the Australian Aviation Heritage Centre is located at Caboolture Aerodrome and we are currently negotiating with the Centre to allow visitors access to their aircraft and restoration facilities.

Volunteers are required to assist with setup prior to the event and assisting on Sunday

Prior to the event we need to mark out the car display area, setting out signage and erecting temporary fencing to separate the car show from the active Aerodrome runway that will have aircraft landing and taking off.

We will be setting up on **Friday 12th July** and **Saturday 13th July**. The club will supply some refreshments for volunteers on the Friday and Saturday, and there will be free access for the Sunday volunteers.

Can members who are able to assist advise the days they are available to either Pearce Bowman or Mike Taylor.



Our president and other TSOAQ members already hard at work setting things up



DRIVE YOUR TRIUMPH DAY

By Paul Bingham



Here on the Gold Coast we had a great day on Drive your Triumph Day. Yes, as normal a Magic Mystery Tour you never know what you will see or do when you go on one of these Tours. Coffee as normal close to the meeting point at Arthur Earl Park at Nerang, then yes the Triumphs, drivers and passengers are ready to go. This day is special as we get to show the Triumph to the rest of world.



COX AND BUCKLES LTD FOUNDER PASSES

Some members may not be familiar with the name Peter Buckles but this history of his Triumph involvement will be of interest. Long term Triumph owners will probably be familiar with the name and all or some of Peter involvement with Triumphs. Whatever your knowledge level this personal history will be of interest.

“Peter Buckles of Cox and Buckles Ltd passed away on Christmas day 2023. Peter Cox and Peter Buckles started Cox and Buckles in 1975, supplying spare parts for British cars. By the end of the 70’s, Cox and



Photo sourced from British Motor Heritage

Buckles was integral in keeping British cars on the road. Buckles was formerly editor of TR Action magazine. He was a founding member of the TR Register UK (member #8), nearly 54 years ago where he served as joint Spares Secretary for the TR Register alongside Cox where they developed a partnership and eventually Cox and Buckles Ltd that was later amalgamated into Moss Motors Europe. Buckles success continued at the British Motor Heritage, remanufacturing parts for all British classics.

Buckles is a key part of Triumph TR’s history, a founding stalwart of the TR Register Car Club, and a pioneer of the British Historic Vehicle community. Pete had unrivalled knowledge of part numbers and spares. His legacy has ensured that many of our favorite British Classics will remain on the road with a readily available supply of parts for generations to come.”

History prepared by TR-Register.co.uk and reprinted from, The Vintage Triumph (Issue 203), Magazine of The Vintage Triumph Register. The VTR is a USA magazine, based in Avilla, Indiana.

Submitted by FJ



INTER-CLUB CHALLENGE

Information kindly sent in by ICC representative, Steve Bradford

For members who aren't aware, TSOAQ participates each year in a club challenge.

The Inter Club Challenge (ICC) is a friendly club level competition with other car clubs covering a diverse range of events aimed at weekend amateur drivers and suitable to all cars regardless of age or performance level. Although some are speed events, against the stopwatch, no events are races, and it is a chance to get your car on a "racetrack" under safe conditions.

It is grassroots motorsport for drivers and cars of all ages, against likeminded friendly car enthusiasts from other car clubs.

The challenge for 2024 comprises 12 clubs from the Brisbane area and there are 11 scoring rounds, including Macs Bridge. The clubs are

- BMW Club Qld. (BMWCQ)
- Holden Sporting Car Club of Queensland (HSCCQ)
- Historic Racing Car Club Inc (HRCCQ)
- Lotus Club Qld.(LCQ)
- MG Car Club of Queensland (MGCCQ)
- MR2 Owners Club of Australia – Queensland Chapter
- MX5 Club of Queensland Inc.
- Porsche Club Qld (PCQ)
- Qld86/BRZ Car Club (86BRZ)
- Tesla Owners (Queensland Chapter)
- Triumph Sports Owners Association Queensland (TSOAQ)
- ZCar Club Q (ZCQ)

The challenges offers a range of events for members to participate in. At ICC inception, the intent was to provide members of the participating clubs access to different types of events that the clubs they were a member of may not generally participate in. To this end, the 11 scoring events for 2024 are autocross, economy run, motorkhana, sprints (one day one evening), show & shine, regularity, khanacross, hillclimb, navigation run, and a consistency sprint (basically faster regularity formula). Venues include QR/Willowbank, Morgan Park, Lakeside, Mt Cotton, public roads between Gold and Sunshine Coasts for road events, and of course Caboolture for us this year for Macs Bridge.

In recent years, the ICC still offers the "try it" aspects but there is an overarching requirement to have fun doing it. While there are trophies at the end of the year, the ICC does not play for



sheep stations. Winning anything is personal satisfaction, not any external recognition or status (although it is very cool to win the Outright Winner for both Individual and Club categories).

The ICC generally attracts over 200 individual entrants each year. Some only enter one event because that is their interest. Others enter all events – they come to have fun!

The planned scoring rounds for 2024 are:



2024 ICC Event Calendar Scoring Rounds

	Date from	Description	Location	State	Permit
ICC Round 1	Sunday, 10 March 2024	Autocross	DTC Lakeside	Qld	Racers
ICC Round 2	Saturday, 11 May 2024	TOAC Economy Run	TBA	Qld	MA
ICC Round 3	Sunday, 26 May 2024	HSCCQ Motorkhana	Willowbank	Qld	
ICC Round 4	Saturday, 6 July 2024	HRCCQ Sprint	Queensland Raceway	Qld	MA
ICC Round 5	Sunday, 14 July 2024	Macs Bridge (TSOAQ and MX5)	Caboolture Aero Club	Qld	
ICC Round 6	Saturday, 20 July 2024	Porsche Interclub SuperSprint ICC	Morgan Park, Warwick Qld	Qld	MA
ICC Round 7	Saturday, 10 August 2024	BMWCQ Regularity	Lakeside Park Qld	Qld	
ICC Round 8	Sunday, 1 September 2024	HSCCQ Khanacross	Willowbank	Qld	
ICC Round 9	Sunday, 8 September 2024	MOUNT COTTON INTERCLUB HILLCLIMB ICC	Mt Cotton	Qld	MA
ICC Round 10	Sunday, 29 September 2024	MR2 Navigation Run	???	Qld	MA
ICC Round 11	Sunday, 27 October 2024	Qld 86/BRZ Consistency Sprint	???	Qld	
ICC	Saturday, 14 December 2024	ICC Presentation	TBA	Qld	

Unfortunately, sometimes events have to be moved. The ICC Facebook page keeps everyone up to date if something changes:

<https://www.facebook.com/ICCQLD>

ICC will also be on Instagram this year to stay up to the minute on whats happening.

Scoring is run at the individual and club level. Individual are awarded points in Outright, Road Registered, and Road Registered (car) over 25 years old. Clubs are awarded points for Outright and Road Registered categories. Perpetual and Individual trophies are awarded at a presentation function in early December each year.

And there's more!

The ICC is supported by a number of organisations including RepcoMax, Revolution Racegear, BowdensOwn, Brisbane Motor Museum, and RWpromotion. ICC entrants receive discounts at some of these organisations, and others provide prizes for specific events for volunteers helping at events and entrants on the day.

And there's still more!

There are also pop up show and shine (similar to Cars and Coffee) days at RepcoMax Springwood, and social karting days planned. Stay in touch with the Facebook page or Instagram of course.

If Facebook or Instagram aren't your thing, you can register with our representative Steve Bradford to receive email updates for events and event results as they are distributed by or to the participating clubs.

Come and have some fun, and maybe try something different that you've been thinking about doing!



Midweek Lunch Get Together

By Club Secretary Mike Taylor

On Wednesday 13th March TSOAQ held its first midweek lunch where we visited the Café in Mt Coot-tha Botanical Gardens. Ten members attended and we had booked a large round table adjacent to the window, away from other diners, where we were able to enjoy some good food and chat. The consensus was that it was an excellent way to spend two - or three-hours midweek, and one that should be repeated in the future.

Most people arrived in their regular vehicles although Carolyn and Ranald Grant and myself arrived in Stags. In my case it was not through choice, I had sold my Mercedes SLK, Carol was using her car and I was in the process of changing the rear struts on the Toyota, so the Stag was my only option.



Executive Committee

CONTACT US: secretary@tsoaq.org.au
 WEBSITE: www.tsoaq.org.au
 ADDRESS: 1376 Old Cleveland Rd, Carindale

President	Frank Jacobson	0407 650 703	jacowun@outlook.com
Vice President	Peter Connor	0448 224 778	peterconnor3@gmail.com
Vice President	Mike Temby	0400 275 010	mttemby@optusnet.com.au
Treasurer	Richard Graveur	0439 626 474	randagraveur@gmail.com
Secretary	Mike Taylor	0418 983 098	secretary@tsoaq.org.au
Editor	Ellie Holtby	0439 992 095	editorellie99@gmail.com
Web Coordinator	Phil Whitely	0411 512 660	phil@superplus.com.au
Social Secretary	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
Ex Officio Positions			
Membership	Richard Graveur	0439 626 474	randagraveur@gmail.com
Concessional Registration	Richard Graveur	440 626 474	randagraveur@gmail.com
Club Contact	Mike Taylor	0418 983 098	mctaylor7@bigpond.com
Motor Sport Australia Delegate	Frank Jacobson	0407 650 703	jacowun@outlook.com
ICC Delegate	Steve Bradford	0437 542 410	steve@tbrmotorsport.com.au
Club Historian/Librarian	Frank Jacobson	0407 650 703	jacowun@outlook.com
Web Master	Adrian Diehm	0429 910 339	adrian@lwd01.com.au
Provedore	Mike Kelly	0407 158 887	mibunn@bigpond.com
Gold Coast Representative	Paul Bingham	0419 740 717	p_r_bingham@hotmail.com
Sunshine Coast Representative	Ian Black	0418 211 655	ia.black@bigpond.com
Darling Downs Representative	Greg Bird	0427 672 145	brownbird@bigpond.com
Model Contacts			
TR2/3/3B	Greg Parker	0413 437 023	gjp59au@yahoo.com.au
TR4/4A	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
TR5/250/6	Paul Bingham	0419 740 717	p_r_bingham@hotmail.com
TR7/8	Mike Kelly	0407 158 887	mibunn@bigpond.com
Sedan Mk1	Steve Phelan	0450 955 423	thephelans@optusnet.com.au
Sedan Mk2	Gary Parker	0492 369 955	thefiveparkers@hotmail.com
Dolomite/Sprint	Gary Parker	0492 369 955	thefiveparkers@hotmail.com
Herald/Vitesse	Richard Graveur	0439 626 474	secretary@tsoaq.org.au
Spitfire	Ian Black	0418 211 655	ia.black@bigpond.com
GT6	Col Jacobson	0407 627 206	c_j_jacobson@hotmail.com
Stag	Peter Connor	0448 224 778	peterconnor3@gmail.com
Pre-War	Terry O'Beirne	0417 687 161	cmobeirne@gmail.com





13 46 46

shannons.com.au



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the PDS before buying this insurance. Contact us for a copy.

The Rimmer Bros Service



We Have the Parts



We Guarantee Quality



We're Keen on Price



We Deliver Fast



We Know Your Car

