



Traction **APRIL/MAY 2025**

Traction is the monthly journal published by The Triumph Sports Owners Association
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9 Sandown MSCA & PCV

12 Rob Roy Revival

24 1970 Winton 6HR Relay

20 AMI Golden Jubilee Booklet





The new convertible TR7—the first new production convertible in a decade. Modern engineering has been skillfully wed to legendary excitement in the newest Triumph, the TR7 convertible.

Its bold wedge shape cheats the wind at every turn. It handles the open road with competition-proven performance. Response of the 2-liter overhead cam engine is instantaneous and the 5-speed transmission is precision itself. For those who prefer not to shift, a 3-speed automatic is optional (not available in California).

The EPA estimate with manual transmission is 19 mpg, with a highway mileage of 28 mpg. Remember the circled EPA estimate is for comparison; your mileage may vary

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TR7's list of sports car features will warm any purist's heart: MacPherson struts... rack and pinion steering... front disc brakes... and wide steel-belted radials. Refinement of the TR7 has led to numerous changes, from a modified cooling system to a new Triumph emblem. Triumph engineers even developed a unique front bumper for the convertible which helps filter out harmonic vibrations.

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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.

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



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.

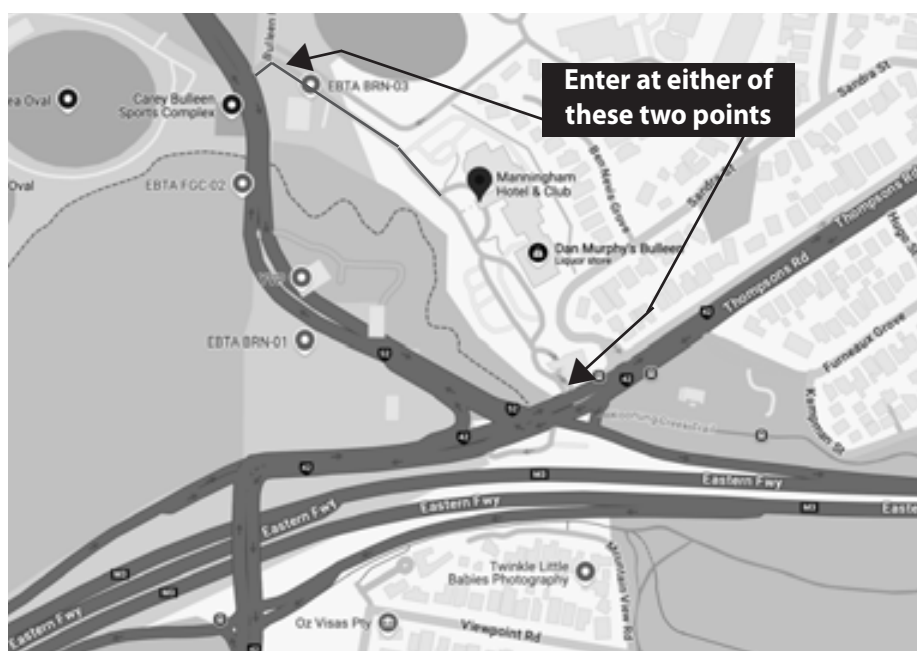
Ample Parking.

NB: Meeting starts at 7:30pm.

www.tsoavic.com.au

CONTENTS APRIL - MAY 2025

TSOA General Committee	3
EDITOR'S REPORT	3
2025 ACTIVITIES LIST	4
John Seeley - Vale	5
COMPETITION SECRETARY'S REPORT	7
MG Invited British Sports Cars	
Round Two, Calder 28-30th March 2025 – A Pictorial	8
TSOA Championship 2025	8
Sandown Weekend March 2025 (MSCA & PCV 5hr)	9
New Members	11
E-Blasts	11
Don't forget to tick the box...	11
MEMBERSHIP SECRETARY'S REPORT	11
SOCIAL SECRETARY'S REPORT	11
Rockin' and Rollin' at the Rob Roy Revival	12
Bill Hemming – Guest Speaker at the April GM	13
Morning Coffees – March 26 2025 & April 30 2025	15
FROM THE ARCHIVES: 1970 Winton 6 Hour Relay Race, 3rd - 4th October	16
Drive Your Triumph Day Monday 10 February	19
AMI Golden Jubilee Booklet 1926-1938	20-27
WEDGE TIPS – TR7 / TR8 USB	28
WEDGE TIPS – Headlight Winking	29
Ai Designs & other bits & pieces	30
BUY, SWAP AND SELL	31-35
IAN WATT'S PARTS FOR OFFER	34
WANTED	35
TSOA's Club Regalia	36



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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.

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Cover Pic: Drive Your Triumph day in the UK by: David Beardsley.
Two pics from MG Invited British Sports Cars by:
www.affinityphotography.com.au

TRaction Deadline Dates

June/July	20 June 2025
Aug/Sept	20 Aug 2025
Oct/Nov/Dec	10 Nov 2025

EDITOR'S REPORT

It was with sadness that we learned on the passing of a great club member John Seeley. See page 5 for our tribute to him.

The British and European motoring show had a terrific turn out of TR7s, TR7-V8s and TR8s.

Guest speakers: Danny Murphy will be our next Guest Speaker at May's General Meeting. In June was having Many Turner from Motorcar Memories. She produces a video of you and your car.

We have a few pictorial report on the MG racing Series. A report on the weekend at Sandown with a MSCA round and the Porsche 5 Hour Relay.

Bill Revill and Tony Lupton have given us a report on the Rob Roy Hillclimb Revival which is like a mini Goodwood. It is certainly a great event to attend.

"From the Archives", Lindsay Coleman has

dug into his old TRactions and sent in this terrific tale of a Hr weekend in 1970.

AMI produced a booklet in 1976 that outlines the company's history. It is a rare booklet and we are going to reproduce most of it over the next few TRactions. In this issue we cover 1926-1938.

Phil Johnstone has a another Wedge Tip and with his blessing Stu Smith has added one of his.

We show you what Ai (Artificial Intelligences Apps) can do.

Many thanks to all those that contribute!

traction@tsoavic.au

George Stephen Editor

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



DATE	EVENT LOCATION	DETAILS AND CONTACT
Tuesday 13th May General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen Guest Speaker: Danny Murphy	Come early for dinner. Meeting begins at 7:30pm
Sunday 18th May	National Motoring Heritage Day +Drive See Page 11	Keith / Cam keithatherton@bigpond.com
Saturday 24th May	Historic Winton @ Winton + Display See Page 11	Keith / Cam keithatherton@bigpond.com
Tuesday 10th June General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen Guest Speaker: Many Turner, Motorcar Memories	Come early for dinner. Meeting begins at 7:30pm
Sunday 29th June	MSCA Rd 5 @ Sandown International Raceway	Kippy  compsec@tsoavic.au
Tuesday 8th July General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen Guest Speaker: TBC	Come early for dinner. Meeting begins at 7:30pm
Tuesday 8th August General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Saturday 16th August	All British Day @ Winton Raceway	Kippy  compsec@tsoavic.au
Tuesday 9th September General Meeting	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm
Friday 17th – 24th October	National Meeting , Port Stephens NSW	John Stokes nationals@tsoansw.org



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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JOHN SEELEY - VALE

Remembering John.

The funeral of John Seeley was held at Le Pine Funeral in Coburg. At a guess I'd say there were 40 car club members from TSOA and TCCV who attended John Seeley's funeral, to honour a great man and support his wife of over 60 years, Fay. Eight classic Triumph cars assembled behind John and Fay's BRG TR7 on the portico of the funeral parlour. Over 100 attendees.

TSOA's eulogy for John.

John was a well-respected member of TSOA Vic supporting all facets of the club a strong advocate for the National Rallies at which he and Fay were regulars, always ready at the Christmas BBQ to man the tongs and cook up a feast. A highlight at General Meetings was John and his "Bedrock motors" segment in Buy Swap and Sell where he was the conduit of spares for sale between the two clubs, always ready to assist and offer advice to new and old members with his usual friendly smile and demeanour.

John will be greatly missed.

Roger Jeary

My recollections

I first met Fay & John when I joined TCCV back in 1984. TCCV was formed

The photos are from Fay's collection and by George Stephen



in 1993 and John & Fay attended the inaugural meeting.

At the TCCV Christmas Parties (TSOA attended a few) John would dress up as Santa Claus for the young children.

I was the editor of the Trumpet magazine and I handed over the magazine to John & Fay who took on the roll. This was before computers when a typewriter was the main tool. They joined TSOA in 1992, and like a few others became members of both clubs. They attended several National Meetings, lots of social events and John had a go at competition. At the NSW National Meeting John argued with a wall that did a bit of damage to his orange TR7.

John's cars were always immaculate and he won several trophies at our Concours.

John & Fay were awarded Life

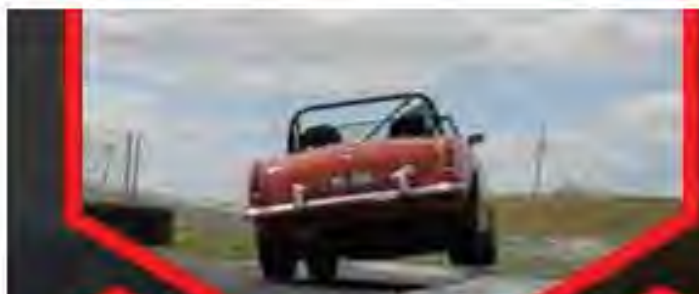


Membership of TCCV in 2003 for their service of over 20 years.

Our condolences go out to Fay, her family and friends.

George Stephen (more next page)





MSCA ALL BRITISH DAY



With the support of the following clubs:

- Jaguar Car Club of Victoria
- Triumph Sports Owners Association
- MG Car Club of Victoria

The MSCA is proud to promote a special day celebrating all British marques for both on and off-track activities. Taking place at Winton the nations action track, it promises to be an incredible event. We urge all members of British Car Clubs to get involved by either entering the event or participating in the show and shine - parade lap.

16TH OF AUGUST , 2025

For Further details www.msca.net.au

ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

ROUND 5 - MSCA SUPERSPRINT CHAMPIONSHIP AND ROUND 3 VSSC - WINTON

After the Winter break, Round 5 of the MSCA SuperSprint Championship is back. This event will also be Round 3 of the Victorian SuperSprint Championship and is open to club members of all marques.

17TH OF AUGUST , 2025



COMPETITION SECRETARY'S REPORT

MSCA are continuing to have full to capacity fields at both Sandown March 22 and next weekend, at time of writing, at The Bend in South Australia.

Sandown has a capacity of just over 120 competitors with The Bend having a field of over 170 from SA, Vic, NSW and some making the hike down from QLD.

March 23 was the Porsche Relay where TSOA fielded 3 teams out of a field of only 15 teams in total.

Rob Splatt TR6, Brian Watson GT6, Ed Ferguson TR7V8 and Rob Casson Triumph 2500PI came a very creditable 8th placing and the 1st team not made up of Porsche cars. Well done fella's!!!!

Brad Vermont MGF, Ursula Weidenmuller Porsche 944, Keith Pace BMW M2 and Shirley St John Cox TR7V8 made up 14th place team with a glorious last placing for Ian Cowie Triumph 2500TC, David Duncan debut in his supercharged TR7 Sprint. Sadly, Danny Murphy in his TR7V8 had a clutch blow up on the previous days

MSCA event with my little yellow TR7 also doing herself a mischief and also having to withdraw. That left Ian and David with nothing to go for in the Porsche relay except have some fun. In fact I reckon all the TSOA drivers and very extensive support team had a lovely time making the Porsche Relay and great social day for club members.

With BMW fielding a men's and a ladies team both BMW and TSOA made up 30% of the of a disappointing field. Porsche announced that was the final Sandown Relay. What happens from here on for Regulation Relays is uncertain at this stage. To the best of my knowledge anyway.

MG and Invited British ran at Calder with Gordon Bunyan and both Geoff and Shirley St John Cox entered. Gordon and Geoff both did very well amongst hordes of MG's and hopefully some in car footage will come to life to be uploaded to the TSOA Youtube channel soon. Hint hint Gordon!! :)

Blendline TV on Youtube broadcast the event over the weekend and so go

The MSCA Calendar 2025

Sunday 29 June

Round 5 Sandown



MSCA All British Day
Saturday 16 August
Winton

Sunday 17 August
Round 6 Winton

Sunday 21 September
Round 7 Phillip Island

Saturday 11 October
Round 8 Calder

MSCA Come and Try Day
Sunday 30 November
Phillip Island

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

and check out the footage from that event. Search for Victorian State race Calder Blendline TV in the Youtube search box.

Regards

Kippy

Michael Kip Competition Secretary

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

JOHN SEELEY - VALE



MG Invited British Sports Cars

Round Two, Calder 28-30th March 2025 – A Pictorial

All Photos by: www.affinityphotography.com.au



TSOA Championship 2025

Driver	Car	PI MSCA	Associate Porsche Sprint	State Race 1	PI Classic	March MSCA	PCV 6Hour	
Keith Pace	BMW	870.19				880.08	836.46	
Brian Watson	GT6	377.24				903.98	836.54	
Mark Campbell	TR7 V8	897.35						
Michael Kip	TR7	551.32				844.59		
Ursula Weidenmuller	TR6	764.56			836.97		917.87	
Jan Mason	Porsche		750.21					
Rob Splatt	Porsche		889.49		778.55	940.01	952.66	
Paul Hogan	GT6				984.89			
Barry Pritchett	Porsche					948.21		
Rob Casson	Triumph 2500					867.64	896.82	
Shirley Cox	TR7V8					807.51	717.55	572.12
David Duncam	TR7 Sprint					901.56	607.91	
Danny Murphy	TR7V8					910.55		
Ed Ferguson	TR7V8						820.96	
Brad Vermont	MGF						917.98	
Ian Cowie	TR7V8						915.57	
Geoff Cox	TR7V8			870.47				931.25
Gordon Bunyan	Spitfire			961.7				949.65
Keith Ondarchie	Stag			809.19				
Alana Ondarchie	Stag			941.93				

Regularity								
Keith Pace	BMW	2944				2958		
Ursula Weidenmuller	TR6	2928						
Barry Pritchett	BMW					1963		
Rob Splatt	TR6					1958		



Sandown Weekend March 2025 (MSCA & PCV 5hr)

(A short personal perspective.)

The weekend promised to be a feast of motor sport with the MSCA sprint event on the Saturday and the Porsche 5 Hour Relay on Sunday, with many choosing to run in Regularity on Saturday to prepare for Sunday.

Saturday

Regularity: A large field of 25 seen Keith Pace in his BMW driving very quickly (under that marques flag), Rob Splatt in his TR6 (as if he needs the practice ha ha!), and great to see Barry Pritchett in the Porsche 944 back behind the wheel, who indeed narrowly took out the TSOA honours for the day.

Group 2 had Michael Kip (TR7 hot rod daffodil) who had the misfortune to have a head gasket failure during run 2, which ruled out the remainder of his weekend, and the first outing for new member, Danny Murphy (Murph) in his very nice, and quick, rally TR7 V8, which unfortunately had a clutch failure after run 1, so was also done for the week end, but showed enough to excite for the future.

Group 5 had Rob Casson in the 2.5PI Mk1 sedan, Shirley in the TR7 V8, David Duncan, Supercharged TR7, and

the author in the GT6. The GT6 was running well and showing the benefit of work done over the break (more about that later!!). A PB had me feeling very upbeat.

Due to time restraints and lower numbers, the last run for the day saw groups 2, 3, and 5 combined, so traffic prevented fast times but a satisfying day none the less.

Sunday

The Porsche 300 Relay was run under a modified format in an attempt to address some of the criticisms from previous events, but unfortunately numbers were significantly down with only 15 teams of 4 cars entered. This inevitably led to the decision to make this the last event, a real shame!

TSOA can take pride in that we were there at the end with a strong entry of three teams.

However, we did continue suffer significant vehicle attrition on the Saturday and into Sunday (not a good weekend for Triumphs it seemed) which led to **Team 3 (Have a Quick Kip)** having only 2 vehicles available, so their day was one of going out and having some fun only, with no chance of serious scoring.

Team 2 (Triumph Ones) ran mostly

non-Triumphs and completed many laps but finished well down.

Team 1 (Team Triumph Racing) finished mid field and again was let down by vehicle attrition issues. In the case of the author a spectacular collapse of the front right suspension at Dandenong Rd corner curtailed my day after only 15 laps, so the elation of the previous weekend runs was embarrassingly terminated.

Thank you to the club members who came to support the event and the drivers. The lap timing, providing lunch and refreshments, and with three teams running, long stints on the timing boards were required and if I am not mistaken, one individual spent the entire day on the "wall."

In particular, I would like to thank those who immediately rallied around Judy when I had my little off, to assure her that all was good, and the only injury suffered was to one's pride!

Brian Watson
1433

Some of the members who also helped on the day are; Ian Cowie, Shirley and Geoff, Roger on the BBQ, Keith Atherton, Ross McKinnon and David Kelly on timing support and Stu Smith, sorry if your name is not here.

Keith Pace

Cavalcade of Transport Trentham Historic Railway Station To celebrate National Motoring Heritage Day



SUNDAY 18th MAY 2025

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
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- Visit Quarry St Reserve & Trentham Falls

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MEMBERSHIP SECRETARY'S REPORT

New Members

Colin McKenzie

Ian Gordon

1976 Red TR6

Richard & Mary Berriman

1954 Green TR2 Tourer

1968 White TR5

E-Blasts

As you may be aware "**e-blasts**" are one of the ways we, the committee, inform you of up and coming events.

If you are not receiving them please contact our Membership Secretary, Danny: members@tsoavic.au

NB: Please not you can accidentally unsubscribe via the unsubscribe link at the bottom of the e-blast. *So be careful not to do this.*



Don't forget to tick the box...

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SOCIAL SECRETARY'S REPORT

Coming Events

Cavalcade Of Transport

Sunday 18th of May

The TSOA run starts at BP Rockbank Western Hwy (Outbound)

Time: 9.00am for a 9.30am departure.

A short run up the Western Hwy to the Mryniong exit then up through Greendale & Blackwood onto Trentham.

Alternate join in along the way or meet at Trentham.

All Triumph cars welcome especially Wedges (TR7's) as part of marking the 50th Anniversary Year.

If you are interested in this event, please contact Keith Atherton via email: keithatherton@bigpond.com

48th Historic Winton

Saturday 24th & Sunday 25th May

Another event with the TR7 as a featured car for the 50th. We may have some tickets available for the weekend or contact the event organisers directly, click on the flyer for details. We can organise a group run to Winton for those interested in going from the metro area.

If you are interested in this event, please contact Keith Atherton via email: keithatherton@bigpond.com



A very interesting version of a TR7, the "Estate" on display in the UK.



David Orchard in his TR2 off the start line



Darren Visser driving his Bates Cycles Cyclo 500

Rockin' and Rollin' at the Rob Roy Revival

In the spirit of the Goodwood Revival meeting in the UK, the third Rob Roy Revival proved to be a great day of entertainment and motorsport with a record crowd attending.

"Around 850 spectators enjoyed perfect weather for the 2025 Revival, over 320 of them driving to Rob Roy in classic cars, to watch the 80 competitors attack the hill", said MG Car Club Secretary Tony Lupton.

There were several reasons for this spectacular turnout. How did the MGCC achieve this? From the start, the event was widely advertised in both usual and social media with a strong emphasis that this was an 'event', not just another hillclimb.

The Rob Roy hillclimb provides a beautiful setting for motorsport and the grounds have never looked better, with the track in perfect condition and green grass covering the scenic, tree covered gulleys. A new feature at the circuit is the fully covered paddock area with stunning white marquees over the all the cars. This lifts the whole of the grounds and adds a level of professionalism to the event. The paddock area was open to the public with free entry so that people could see their favourite cars up close and chat to the drivers. The legendary V8 Supercar driver, John Bowe, was there to support the event and to meet other enthusiasts.

The spectators were invited to take an active part of the day as well, with everyone requested to be dressed 'in period'. A sprinkling of participants did so, and it was enough to provide

the vital historic feel. This included a 'fashions in the field' contest on the stage, with the chic ladies and handsome gentlemen showing their best 30's style. Other events kept the feel of the 30's including a jazz band playing on stage, a display of an Observed Section Trial by the Austin 7 Club and many people taking the opportunity to strut their best period clothing.

The cars, of course, are the feature of any event, with some of Australia's and the world's most beautiful and prestigious historic cars on track and in the pits. It was these cars that made it a revival – the same vehicles that were competing back through the history of Rob Roy, back to the 1930's.

Top time of the day was by Darren Visser driving his Bates Cycles Cyclo 500 who was the outright winner for the second year running with an aggregate time of 48.99 seconds. This time combines the fastest runs on each of the longer chicane and traditional track configurations. Lyndon Arnel finished second outright with a time of 53.54 seconds in his Lola Ford T440, with Robin Bailey's MGB GT V8 third in a time of 53.94.

The lone Triumph competing in this exclusive, invitation-only event was David



Orchard in his beautiful Triumph TR 2 and was rewarded with a fine second place in his group amongst a top class field. .

The community was also a beneficiary of the day. "The Revival also raised \$3000 for our partner charity, the Prostate Cancer Foundation of Australia. Our event patron, champion driver John Bowe AM, is also a Prostate Cancer Foundation champion and we are delighted to help the Foundation raise awareness and funds for prostate cancer research", Lupton said.

In summary, this was a landmark day for historic motorsport. It demonstrated that events can be enhanced to be much more than 'just another hillclimb' and to provide a great overall retro experience for an increasing number of enthusiasts of all ages. The record crowd demonstrates a thirst for such events.

Words: Photos: Bill Revill, Digby Watson, Spencer Lambert



Bill Hemming Guest Speaker at the April GM

Bill has been involved in motor sport since the 1950s and at one stage owned Elfin Cars and now runs the Elfin Heritage Centre in Moorabbin.

Bill worked in advertising with BMC for 12 years in total, 6 in Australia and 6 in Europe ending up as British Leyland's European Marketing Manager, based in Brussels. He also runs the Elfin Ansett F5000 race car.

Bill gave us a very interesting talk about his career. He showed how advertising was in the 1970-80s' with adverts and one that didn't make to press. He commented on a group test they did with a Dolomite against several cars includes a 504 Peugeot, he said the later was the best of the bunch. When in Europe they had to be careful how some adverts were translated as some word took on a different meaning



Photo Caption Clockwise from top lefts:

- Bill at the AGP in the ex-Vern Schuppan Elfin MR8
- Elfin Clubman: Chassis # 1621 is the second Elfin Clubman to be built. Originally sold as a kit, this car was extensively modified and raced by it's second owner, Greg Mobbs, to achieve a third placing in the South Australian Sports Car Championship. The car was restored in 1982 by Elfin historian and author John Blanden. Pic: © George Stephen



- The Broadspeed XJC V12 flying! This photo was the winner in a competition they ran.
- Group M Repco Brabham engined Elfin 400.



48th HISTORIC WINTON[®] 24th and 25th May 2025



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Winton Motor Raceway, Benalla, Victoria



*The Austin
Seven
CLUB*



Austin Seven Club Inc. A0003290N | Photo - Colin Rosewarne

Morning Coffee March 26 2025

The second morning coffee of the year took place at Mr Fox, Ringwood. There were 23 members in attendance.

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

Pics: George Stephen

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



Morning Coffee April 30 2025

The third morning coffee of the year took place at Espresso Room, Northcote.

There were 12 members in attendance. A few members ate brunch as the others ate from the great selection of cakes.

NB: If you come to this venue, park in Northcote Plaza car park and walk through McCutcheon Way.

Pic: George Stephen



Winton 6 Hour Relay Race

3rd - 4th October, 1970 from TRaction October 1970

From The
TSOA Archives

Would you, a member of TSOA, like to spend a weekend doing any of the following:

- A quiet drive in the country with the top off, with
- Comfortable sleeping quarters or really good camping out facilities,
- Excellent food c/o the nearest hotel all at reasonable prices,
- Parties at two different locations in the outdoors next to roaring log fires or back at a very convenient motel room,
- Followed by warm weather for the next day and six hours of excellent amateur motor sport.

Well for possibly 110 of our members they will have to wait another 12 months because this is what they missed at Winton.

Some people may think they are good mechanics. Some people need certifying. But, mechanics or not, they would never have seen so many nuts, bolts, screws and assorted junk as at Winton races. And I'm not talking about some of the older cars.

By the time Bob Morrow, myself, 5 million of the pit crew and every spanner size ever heard of had removed a certain roll bar for the left hand + right hand + 4 fingers time (How many's that?) we were AI experts, -- or something.

However, Winton dawned, as it does most days and the TSOA team opened their bleary, blood-shot eyes, looked at themselves in their mirrors and wondered what they did last night to get into such a state (I, and a lot of bottled beer, know how). After sending for the mortician to look at a few doubtful ones i.e. Bob Green and a certain-gentleman-who-likes-playing-drums-on-motel-doors-at-2am., we eventually straggled out to the circuit.

Various people were seen to wince every time someone revved an engine, and as this happened every three micro-second, they were constantly jerking around like marionettes. Cars were screaming around all over the place in great numbers, doing wheelies, drifts, oversteer, understeer, dust clouds, people frantic, the crowd cheering, the organizers roaring themselves hoarse, the pit crews doing anti-rain dances, roll-bar swapping, helmet changing, nervous exhaustion, sunstroke, beerstroke, long strokes, short stroke, two stroke. It was maddening. What, we wondered, was it going to be like when the race actually started, after we got through the scrutineering.

Some people had it easy going though. It seems that a certain person in the queue for scrutineering was mistaken for Gunter Tippman, who in a similar car had been through but told to bolt his seat in. This person was, aided by Glynn Ford and Ian Relph just bolting his seat in. The scrutineer fixed this operation with his beady little eye, walked over,

said, "S 'yer seat bolted in", looked at it, handed over the O.K. card and said, "Right off yer go". Exit driver cackling madly. Perhaps the Scrutineer was at the party on Saturday night.

Meanwhile, back at the pits, Imi Apinitis worked on. I think Imi deserves a special award for his coolness and calm throughout the weekend. Imi traded in his Mazda Spitfire on Thursday, spent Thursday night drinking beer and watching John Gourlay et. al working on their cars and then decided to work on his Maroon MK III. He didn't have a roll bar, a helmet, goggles, tyres a prepared engine, or wired sump plugs, but he did have an aero-screen, courtesy of John Gourlay, and a driving suit. A start had been made. So in John Gourlay's garage at 11 o'clock, Imi started to prepare his new Spitfire, after drinking some more beer. He rolled up to Winton late on Saturday morning with no roll bar helmet, etc., and calmly continued to work on his car while everyone else sweated and swore. Tongues were seen to swell and hang out (that Cams beer rule's a killer, isn't it fellas), but Imi worked on, and he made it in time. Well done, Imi. Herewith receive the "bent.screw" award, to go with your bent screwdriver.

So, he set off on the race day with very little rubber and came in with a darn sight less. Imi didn't seem to like the course much as he kept trying to turn it into a rallycross. When he wasn't ploughing he drove well and consistently around 1.32 and when you know that the TR times were very similar, you'll realize just how well he was going. All this was done on bad tyres with little rubber and a strange car with a stock standard 1300 engine. A very creditable effort Imi.

Bob Morrow's effort was good too. When he wasn't changing roll-bar or lending his gear to someone else he drove in his usual style. He circulated quickly and safely looking very competent. He was the only TSOA member, apart from the South Australian rocket, who broke the 1.30 barrier at 1.29.9. Still, we could expect that from a club president.

Gunter Tippman seemed to be the only Spitfire who didn't have a lot of work to do at Winton. He lent Imi his roll bar and borrowed Bob Morrow's head gear and that was all. His car was going well and he was driving well. They both looked as if they could have run the 6 hour without a worry. Gunter was circulating on a par with Imi's times, but having better rubber he didn't seem to make so many trackside excursions. He drove safely and quickly got down to 32's and 31's. The above three certainly proved how reliable Triumphs are. The fourth team member, Jim Balmer was not so lucky. He did about 8 laps and pulled in to cure a wheel wobble. He tightened the wheel nuts which were ready to fall off and then did another 20 laps. Then on the corner after the start/finish straight he went into it too fast and picked up a wheel, which was propped against the Armco barrier. Unfortunately it was his own wheel, which had broken off and realizing he couldn't corner well on three wheels, he, in a lightning decision, retired. He finished his race being ignominiously towed to the pits. He too had to borrow a helmet and

TRIUMPHS AT WINTON



JOHN GOURLAY. TR4A



JIM GALLAGHER. TR4



ROD CAREY. SPITFIRE



BOB MORROW. SPITFIRE



GUNTER TIPPMAN SPITFIRE



JIM AGAIN!



IMI APINITIS. SPITTY.



JOHN GOURLAY GOES GARDENING

goggles. It makes you wonder how helmet manufacturers managed to make a living.

And now we come to the redoubtable TR team who really did extremely well. Jim Gallagher brought his well prepared Red TR4. He gave a hint of his driving ability when he ran over Jim Balmers windscreen (which fortunately was not on the Spitfire at the time) and his wife's coat, but not to be daunted he still insisted on driving in the race. He is courageous if nothing else. But seriously folks, he put up some good times. He looked about the safest TR as far as handling and staying on the circuit went. His best time was 1.30.1. another good effort. His time was only beaten in TSOA. by the four Spitfires of Rod Carey 1.24.6. Bob Morrow 1.29.9. Imi Apinitis 1.30.0 and Jim Balmer 1.30.0. As Bob Green would say "Happiness is four Spitfires beating all the TR's at Winton".

John Gourlay also had his TR immaculately prepared, but due to unfortunate circumstances the TR team had to withdraw two cars, so Rod Carey was transferred to their team. This meant that they each had to run for two hours so they were all driving for reliability and not speed. John went out to last for two hours. His times were around 1.33's, 1.34's, but as he was having a race long disagreement with his car about who should do the steering, his bush excursions can be understood. Mind you, I thought it was rather funny when all those horses under his bonnet decided they wanted to plunge into the lake and galloped straight on at

the esses. John's arms were going like a violinist's elbow but the car just went straight. When he gets his handling sorted out we should see the real lead-foot Gourlay. A good drive under the circumstances.

From The
TSOA Archives

Rod Carey has easily the fastest time of the TSOA members. He has got rather a hot little donkey in his Spitfire coupled with GT6 rear suspension and it goes very nicely. And it goes very quickly. He was even passing other cars several times. He proved himself to be a very competent driver in a competitive car, which unfortunately kept breaking things. Glynn Ford too broke "something" which was a great pity as I suspect Glynn would have put up some good times. He instead gave a lot of help to the other drivers and with the timing.

The ones who actually drove were the people who got all the fun at Winton. But the pit crews, the timers, the lap charters, the sandwich board men, the team managers and the wives and girl-friends who did all the hard work and the monotonous jobs deserve a big thank-you. But for their help, which was sorely needed and but for their keenness and willingness, we would not have done so well. People like them are the backbone of our club, so thank you helpers, the drivers appreciate it.

Jim Balmer

Fastest Lap Times

17C	Bob Morrow	1.29.9
1D	Rod Carey	1.24.6
17B	Jim Balmer	1.30.0
1A	Jim Gallagher	1.30.1
17E	Imi Apinitis	1.30.0
1B	John Gourlay	1.31.8
17D	Gunter Tippman	1.31.0

Then For Those Who Don't Remember - The Party

After a hectic day at the track, everyone seemed to end up at the Motel, looking tired and somewhat dusty so naturally what better than head off to the Benalla Pub. A few ales later. a delicious meal downed, the party then shifted out to the track, or to be more explicit, the camping ground alongside the circuit. Approaching the tents presented quite a problem as the mud looked like part of Wallan's observed section, however once past, there it was, large size fire blazing away and everyone enjoying themselves to the utmost.

At one stage the local constabulary drove past (possibly checking out prospective talent), however Rex sent them on their way, amid various hand signals and words resembling 'to go and oil the jail door'. Gradually as the night progressed those 30 or so members of the Softy Motel Set returned to their own quarters, more accurately a certain room no. 18, which resembled a general meeting, motorkhana all being held in an area 10 feet square. The 2nd party continued for XXX hours until your reporter vaguely remembers staggering away to another room only to find that the bed is kept in a cupboard. After working out how to open the confounded thing, the bed folds down complete with two


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AMI Golden Jubilee Booklet

AMI produced this booklet in 1976 and it gives you the company's history.

We'll publish most of the pages over a few TRactions. In this issue we cover 1926-1938.



289 Ingles Street, Port Melbourne.
Photo taken in 2020



Golden Jubilee

1926 1976



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AMI Golden Jubilee Booklet 1926-1938



COMPANIES ACT 1928

No. 3659 Section 16

CERTIFICATE OF INCORPORATION AND CHANGE OF NAME

THIS IS TO CERTIFY that STANDARD MOTORS (VIC.) PROPRIETARY LIMITED (originally called PARRINGTON MOTORS PROPRIETARY LIMITED whose name was changed by Special Resolution and with the approval of the Governor in Council on the 8th day of April 1924 to ECLIPSE MOTORS PROPRIETARY LIMITED which name was later changed by Special Resolution and with the approval of the Governor in Council on the 22nd day of June 1927 to TALBOT DISTRIBUTORS PROPRIETARY LIMITED which last mentioned name was later changed by Special Resolution and with the approval of the Governor in Council on the 8th day of April 1929 to TALBOT & STANDARD MOTORS PROPRIETARY LIMITED and which last mentioned name was changed by Special Resolution and with the approval of the Governor in Council on the 9th day of November 1936 to the name first hereinbefore mentioned, was incorporated under the Companies Act 1915 as a Limited Company on the 22nd day of March 1923.

GIVEN under my hand at Melbourne this Eleventh day of
November 1936.

Dunlivan
Deputy Registrar-General.

The First Half Century

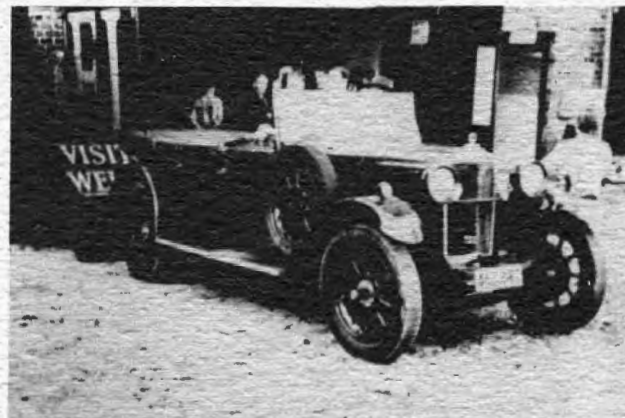
1926

THE START OF A LONG AND SOMETIMES DIFFICULT ROAD

MR. JOHN FRANKLIN CROSBY, managing director of William Crosby and Co Pty Ltd, insurance and shipping agents and general merchants in Melbourne, bought a Clement Bayard car from Eclipse Motors Pty Ltd, in Queen Street. A used car and repair yard, Eclipse was owned by one Harry B. Parrington, who happened to mention to Mr. Crosby one day when his car was in for service that he could get the franchise for Talbot cars. From this arose a plan for Mr. Crosby to invest a sum (thought to be £2,000) in Eclipse Motors. Towards the end of the year Mr. Parrington departed the scene, leaving Mr. Crosby with a business about which he knew little. However, a tyre traveller who called regularly on Eclipse Motors, Mr. F. P. (Fred) Matthews, suggested to Mr. Crosby that he was the man to run

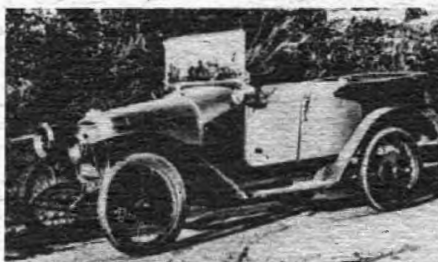


Mr. John Franklin Crosby



An early Talbot — Model 14/45.

the concern. This proved such a success that Mr. Matthews, initially manager, soon became managing director and retained this position until his death eight years later.



A Clement-Bayard. The make is long extinct but was popular for some time after World War I.

ECLIPSE MOTORS moved into Elizabeth Street premises previously owned by the Nash dealers, Rickards Brothers who, in turn, had moved into new showrooms at 559 Elizabeth Street, where AMI City is now located. Local production of Talbots was embarked upon by J.T.T. Motors, under contract to assemble and service vehicles for Eclipse Motors. The franchises for Sharron and Lea Francis were also ob-

1927 EARLY EXPANSION

tained, but these cars were imported, fully assembled. Regular shipments of built-up and semi-complete Talbots came from the UK, many in chassis form. Messrs Fabbri and Gardini built bodies at Elite Body Works, in Chetwynd Street, North Melbourne — in premises now occupied by restaurateur and entertainer "Smacka" Fitzgib-

A wire-wheeled Talbot 14/45. Note the exceptionally wide running board and wide track.





The North Melbourne workshops of Fabbri and Gardini, now "Smacka's Place" restaurant, where a large version of this picture can be seen.

hon. Fabbri and Gardini still occupy the adjoining premises — but as wholesale wine and spirit merchants. Bodies for Talbots were also built by Messrs Martin and King, in Malvern. Springs, batteries, tyres and other parts were made by local suppliers. Price of the six-cylinder Talbot was £485 with Elite Tourer body; a four-door saloon was £525; and Martin and King (who also built Rolls-Royce and Daimler bodies) produced a high-class four-door body for a saloon which sold at £625. In June, the name of the concern was changed to Talbot Distributors Pty Ltd.

1928

A BUSINESS TRIP TO THE U.K.

ON THE MOVE again, into still larger premises, Talbot Distributors shifted to 568 Elizabeth Street, which is opposite the current AMI City showrooms. The building was purchased from the Morris distributors, F.O. Cowan Pty Ltd, for £20,000. This move was partly in anticipation of what was to come because, late in the year, Mr. Fred Matthews went on a very successful business trip to the UK which led to



A 1928 Talbot with fabric bodywork.

Page 2

negotiation of the Standard car franchise for Victoria, early in the following year. This was an association which was to continue in a variety of ways through Standard, Standard-Triumph and Triumph (currently being assembled by AMI). It was a momentous year. During 1928, too, Mr. Clive C. Crosby, a director of the firm and a son of the founder, became company secretary.

1929

THE FIRST STANDARDS START TO ARRIVE



The Standard Teignmouth saloon of 1929.

THE STANDARD cars were starting to come through and just in time as it happened, because the Depression was hovering around the corner and cars considerably cheaper than the luxurious Talbots were going to be required if the still-young firm was to keep its corporate head above the economic quicksands. The second name change occurred at this time when an addition was made to the title and it was now Talbot and Standard Motors Pty Ltd. The "Standard" name, with various appendages and qualifications, was to be part of the firm's title right through until 1958, and considerably longer in the case of some subsidiaries. The board at this stage was: Mr. C. C. Crosby (director and secretary); Mr. A. F. Crosby, Mr. G. Noall and Mr. H. Swanston (directors).

This Talbot publicity shot of 1929 includes a rather sinister figure in the background. Perhaps merely an indication that cars didn't have heaters.





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 (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

Club Permit Scheme Information

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

VicRoads ONLINE PORTAL

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

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

The link to set up your myVicRoads account is:

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

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

5. If club members want to use the Online Renewal Option and do not see the Club Permit Scheme vehicle in their account at the time of renewal, they can contact VicRoads Call Centre on 13 11 71 to have it linked to VicRoads account.

6. The other options of renewing at a Customer Service Centre or via mail, will continue to be available.

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

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

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

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

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

1930

START OF THE BIG DEPRESSION

IT WAS THE start of the Depression, but not the end of enterprise, it seems, because one of the sales features thought up around this time was a Service Club. The idea was to encourage owners to bring their cars in for maintenance and there was a pretty good inducement, too — a sum of 30 shillings to service the car, not once, but every month for a whole year! We can find no mention of the total "club" membership but at these subscription rates it must have been fairly considerable.

Mr. Clive C. Crosby — a trip to the UK 1933 to ensure supplies of cars.



1931

BIG AND LITTLE NINES

NEW CAR models were starting to filter through from the UK and two important ones among them were the Standard Big 9 and Little 9 popular models here and in many other countries. The six-cylinder 20-hp saloon was another newcomer. Some of these cars were fully built up but others were assembled in Australia, providing work at a time when it was very badly needed. Sales were slow, but they were sales and that was all that really mattered at a time when many motor trade (and other) firms were falling by

A 1930 Standard Ensign six-cylinder saloon. The company offered a wide range at this time, including the Avon Special sports roadster, but the Depression was on the way.



the wayside. The Little 9 was known in Australia as the Popular 9, and it was built to withstand local conditions much better than previous Standards. The first floor at 568 Elizabeth Street was the venue for assembly of the new models by J.T.T. Motors. Service and repairs, by the same concern, were conducted at the rear with the entrance in Berkeley Street.

1932

THE FIRST DEALER

HEADS UP AND looking for the horizon again and — a sign of expansion — the first Standard dealer was appointed. The honour went to Balfour Motors Pty Ltd, of Geelong. This was the start of a major move forward.

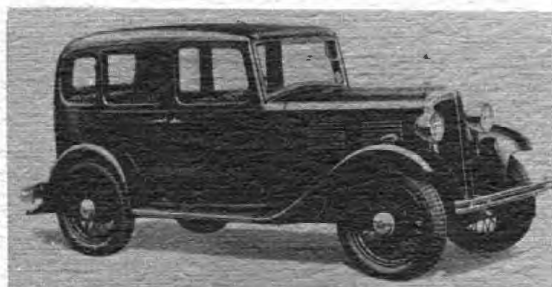
1933

BOOM CONDITIONS AND EXPANSION

SALES WERE picking up because of boom conditions and because the firm was ready with new models for the new markets that were rapidly opening up. Mr. C. C. Crosby paid a visit to the Standard Company in the UK and the staff in Melbourne was increased. The company decided to handle its own assembly and service and Mr. Norman Thompson, of J.T.T. Motors who had been doing this work, became service manager. Sales for the year were 190 Standard cars but the writing was on the wall for Talbot with nil sales recorded.

Page 3

AMI Golden Jubilee Booklet 1926-1938



The Standard Little Nine.

1934

ASSEMBLY IN SYDNEY

DEMAND FOR Standard cars continued to increase and now Ruskin and Norton in West Melbourne, Holden and Flood, and Cresswell in Sydney, and T.J. Richards in Adelaide, were producing bodies for them. Mr. F. P. Matthews, the firm's first managing director, died, and his place was taken by the founder's son, Mr. Clive C. Crosby, who retained his position as company secretary; he was to remain managing

Mr. Arthur F. Crosby, later chairman of the company.



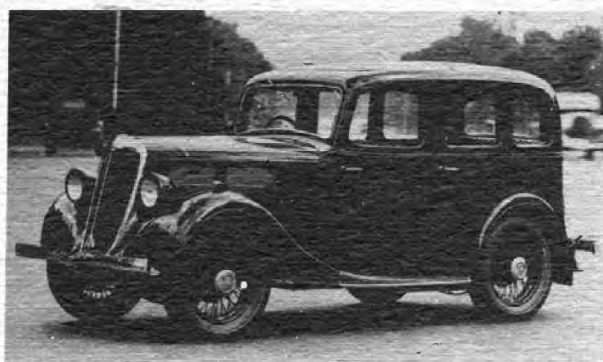
director through various reconstructions of the firm until late in 1959. At this time, Mr. Arthur F. Crosby began to take a more active interest to relieve the pressure on his father, Mr. J. F. Crosby, who was in indifferent health. Sales of Standards were up to 200, while three people bought Talbots.

1935 SALES UP TO 368

BUSINESS WAS booming, the staff was greatly increased again and late in the year premises were secured in West Melbourne to establish a comprehensive assembly plant. Mr. Keith Horner joined the company. A service department was established in South Melbourne at

Page 4

the corner of Sturt and Hanna Streets while considerable alterations at 568 Elizabeth Street were made and a spare parts division established at the rear of the showroom; the former assembly shop now housed the new car department and extended offices. Standard car sales were 360, seven fully imported SS saloons were also sold — and one solitary Talbot. *Pax vobiscum*. Its price was £975 8s 6d, and the SS Jaguars averaged £725 12s 10d. Standard models stocked were: 9 hp short wheelbase; 9 hp long wheelbase; 10 hp; 10/12 hp; 12 hp; 20 hp; 20 hp long wheelbase.



A 1936 Standard Nine — a trim little car.

1936

SALES NOW AT 600 AND N.S.W. COMPANY FORMED

Mr. Allan H. Cheetham who joined the company to control the new Sydney-based division.



SALES FOR the whole year, at 600, were equal to the average production for less than three days of 1976. Standard in England asked if the firm would be interested in taking over the agency in New South Wales and the answer was "yes please". Standard Cars (NSW) Pty Ltd and Standard Motors (Victoria) Pty Ltd were form-



Australian version of the Standard Flying Eight Roadster.

ed. Mr. Allan H. Cheetham was general manager in NSW (he became managing director the following year) and one of his staff at the time, Mr. Conrad G. Beard, is now managing director of Yorkstar Motors, NSW Mercedes-Benz distributors. Mr. Hugh Craig, who is still with AMI, spent six weeks transmitting spares to Sydney and on August 1, the new company started operations. New models were the Flying Standard 12, Big 12 and 20 hp. Work was completed on the major operation of moving the assembly plant from Elizabeth Street to Dudley Street, West Melbourne.



Another Australian-bodied Standard, with four doors and a 10 hp engine.

1937

N.S.W.: 100 CARS IN A MONTH

SOME IDEA of how the motor car was growing in popularity in Australia in the later 'thirties can be gauged from the sales figures for Standard cars at this time — more than doubled from the previous fiscal year, to 1,300, and two years later that was nearly doubled again despite (or because of?) the threat of war. In this year, too, a dealer network was set up, setting the scene for the present-day Australia-wide chain of Toyota and Rambler dealers, many of whom can be traced back to this period. In NSW, 100 cars were delivered in one month for the first time ever —

previous monthly sales in the state had averaged 11 so the new company there was certainly pulling its weight. Nash Cars (NSW) Pty Ltd was formed and distributed Nash models until the firm was disbanded at the end of 1938. A Standard 10 model was introduced, and the Flying Standard 14 and 20 hp with Australian bodies now replaced the imported Big 12 and 20. In Queensland, Austral Motors Ltd was appointed state distributor — their subsidiary, Farsley Motors Pty Ltd, took over in 1952 and continues in this capacity today, for Toyota.



A picture of the Standard Service Station in Melbourne.

1938

A V-8 ENGINED MODEL

STANDARD CARS LIMITED was formed to take over the two distributing companies in Victoria and New South Wales. A Standard 20 hp with a V8 engine created considerable interest but it never went into full scale production because of the War and a very few of these — possibly two — came to Australia. It was said by those lucky enough to drive it to be a delightful car.

This is the Standard V8 engine, based on two 10 hp blocks. Side-valve, of course, 2,686 cc, bore and stroke 63.5 x 106 mm, and it gave the 20hp car to which it was fitted a top speed of 82 mph.



lap type safety belts (they did more than just hold a person on top of a bed) DAMN CLEVER THESE CHINESE.

Next morning waking to the sound of heavy transport trucks doing multiple gearchanges, up and down the highway, it looked as though Sunday was going to be really tremendous, overcast and pleasantly warm.

Neil Relph.

We had a very successful day. The TR team gained 4th position and the Spitty team gained 10th position. This was due to your help. Who? Why, those of you who took the trouble to come all the way to Winton of course.

All I can say is thank you on behalf of the drivers; to the people who got themselves dirty and greasy working on the preparation of the cars and all the numerous other jobs that had to be done in the pits.

Thank you also to the timing team and the lap charters. You didn't have an easy task, but you did a bloody good job, all of you.

So, on behalf of the drivers and managers, we hope you enjoyed yourselves as much as we did, in spite of all the traumas, and that you will be back again to support us in 1971.

Martin Major.

Official Results - Winton 6 Hour Race

Unfortunately the official results were in considerable variance to the provisional results so that instead of finishing 4th and 10th the final results were:

TSOA Team 1	10th	255 laps
TSOA Team 2	11th	255 laps

A fellow I know who lets his sports car get somewhat ahead of the speed limit was pulled over to the curb by a motorcycle cop who leaned on the door, tipped his cap back and asked, "So which way are they coming - by land or by sea?"

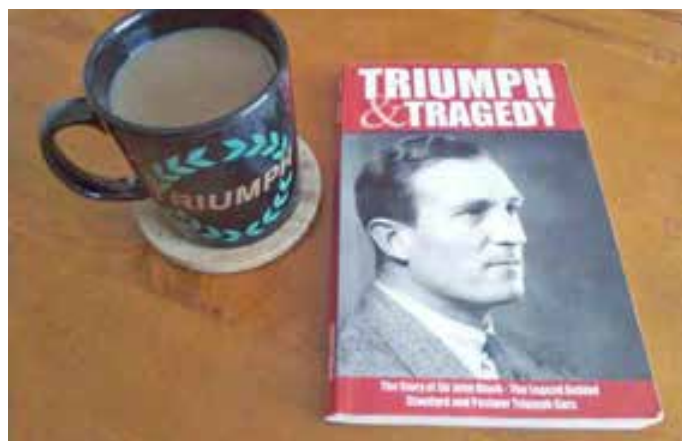
Submitted by Lindsay Coleman, photo page scanned by Darren Green

Drive Your Triumph Day Monday 10 February

More pics from the Drive Your Triumph Day.

To the right are a three photos from the "Easties" drive to celebrate Sir John Black Day by Barrie O'Shea.

Below and below right (plus the cover photo) are from David Beardsley in the UK. Bottom off the Facebook website.



An American TR6



A Spitfire MkIV in the snow.

TR7 / TR8 USB



Wedge Tip Number SS-01

TR7 / TR8 USB Charging without banging your knuckles on 1st and 3rd Gear

These days most of us are charging something from our 12V Cigarette Lighter outlet below the radio.

However, this usually ends up with a stiff cable pointing upwards and annoyingly bumping ones' left hand every time gears are changed to 1st or 3rd.

Any easy solution is to buy a very stubby 12V to USB adapter for the lighter socket, that must sit almost



flush with the surface.

These can be hard to find but Kmart has them for \$5. The second critical thing needed is a 90 degree USB-USB adapter.

The charge cables can then be directed sideways out of the way. These can be found at Radio Parts in North Melbourne for about \$7 or go to their website:

RadioParts.com.au and order on-line.

The Kmart 12V to USB is only one socket, so if multiple things need charging then short 100mm single-to-double USB splitters can be purchased to solve that problem. Try JayCar or Radio Parts.

This should then provide ample knuckle clearance.

Stu Smith

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



Another pic from Rob Roy showing a gentleman his period clothes.

Headlight Winking

Have you experienced your Wedge headlight winking? Typically this occurs with one headlight cycling up and down. You turn the LIGHTING switch on the dash panel ON/OFF and it continues to blink. Maybe it will stay up with the light illuminated when the switch set to ON while the other light pod is up and illuminated.

The problem is usually due to corrosion in the headlight pod motor switch mechanism, see pic. The motor circuit is active even when the dash panel switch is set to OFF.

CAUTION to newcomers. Do not "play" with the headlamp pod manual control with the battery connected. The motor and gearing is very powerful and well able to trap your hand causing much pain and immobilising you such that you cannot reach to disconnect the power. If you have to play with the light pod then have an assistant ready to disconnect the battery.

The motor turns 180 degrees in the one direction only each time the pod motor switch is operated. The limit switches for up and down is a simple bronze strip with a low force on the actual contacts. Over time, with possible water ingress, the contacts corrode and switches remain open while the pod cycles up and down. The blinking could continue until the contacts clean themselves or the motor overheats and fails. To stop the blinking immediately the power needs to be disconnected at the battery.

The simplest solution is to let the pod cycle through with the dash panel switch OFF. It may come good and eventually stop but, the inherent problem will still be present if the switch mechanism is not sealed from a damp atmosphere. The best solution is to remove the protective cover from the headlight pod motor switch, clean the contacts and reseal the cover and cable entry to make watertight. Unfortunately only one pod motor is accessible in situ so it is easiest to



remove both units from the vehicle to access the switching mechanism.

To readily access the pod motor and switching unit it is best to remove the pod. Before unscrewing anything, take pencil and draw around the two strips holding the four mounting bolts. Then manually raise the pods and apply masking tape around the holes in the body around the pods. Similarly mask the forward edges of the pod. Then, as a final safeguard, fit a plastic bag over each pod. This will protect the paintwork. With the pods

up disconnect the battery. The official Leyland Repair Operations Manual illustrates the method of accessing the motor switching unit.

While you have the pod unit out of the vehicle, lubricate all the moving joints of the hinge mechanism. Lubricate the bearings of the motor. Do NOT adjust the turnbuckle. It is likely that, if the pod assembly is original then it is probably in the best position! Only consider adjustment if the pod has been damaged or non original.

Phil Johnstone

Ai Designs & other bits & pieces

Below are some modern interpretations of a Spitfire and a Stag (A) created by one of these Artificial Intelligences Apps.

My wife's nephew created the (B) Spitfire in less than a minute using

ChatGTP on his phone! I gave him the instructions to create a modern version of the Spitfire. I did not specify which model of Spitty. (C) This Spitty was created by Stephen Andrew Bower.

There is also a birthday card (D) I

received from my sister-in-law. I used to own a GT6 Mk1.

(E) There is also an amazing Swedish "Macau" Spitfire in silver with a bright green stripe.

George Stephen



TSOA Club Library

- 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.

TSOA Club Librarian

Larry Mundell

Mob: 0424 122 569

Email: larrybultaco@hotmail.com

BUY, SWAP AND SELL

FOR SALE

1962 Triumph Spitfire \$25,000 ono

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

Body number FC6443 Engine A14004611Q

Tonneau cover as well as soft top

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

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

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

Lee Mickelborough 0438 078 609



FOR SALE

1974 Triumph Stag \$39,000 ONO

A deceased estate and a reluctant sale.

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

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

All recommended improvements and upgrades carried out with receipts.

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

Ready to go as your daily drive or just sitting in

your garage looking great and appreciating in value.

Minor cosmetic blemishes.

Features

Religiously Serviced/Maintained regularly by Fairfield Automotive Triumph Specialists.

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



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

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

0419511756



BUY, SWAP AND SELL

FOR SALE



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



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



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



PI inlet manifold. **\$500.00**

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

FOR SALE

A genuine and award winning TR8.
Has been restored by David Kelly's Winchelsea Wedgeworks to the original specifications.

5 speed manual

A/C and P/S

Asking **\$27,500 ONO**

Call Mark

0409199777



FOR SALE

TR6 Group S log booked Race Car No 79

\$39,000

I have available for sale a TR6 Group S CAMS log booked car which can also be used for Group S racing, MG racing, super sprinting or just have some fun at track day.

The car was professionally built from scratch in 2014 using an original TR6 road car & was in effect a nut & bolt restoration of the original car in that it was stripped back to bare metal for the rebuild and conversion into a Group S race car. It was raced in Group S & MG racing and competed in the odd super sprint. It has always been a solid reliable performer & is an absolute

pleasure to drive.

The car comes with a spare set of rims & some spares parts

There is also a VBox data recorder that can be supplied at an additional cost along with all the historical data recorded at Phillip Island, Sandown, Wakefield, Eastern Creek & Morgan Park

The car has always been professionally maintained, it is prepped & ready to go racing. It is in excellent condition but has been idle for the last few years & needs to be used & enjoyed.

For more information please call Glen Coutinho on 0418640188 or email glencoutinho@hawgood.com.au



BUY, SWAP AND SELL

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.

Deceased estate.

Fay Seeley

0491 107 869



TR7



FOR SALE



**Triumph Dolomite Sprint Distributor
Lucas 44D**

\$190

Very good condition.

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

Pickup from Balwyn North 3104

Contact

Scott Rankin

0414 578 990



FOR SALE

1974 Triumph TR6 Now \$40,000 ONO

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

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

Contact

Paul Calverley

0407 645 934

E paul.calverley@acculecpower.com.au



IAN WATT'S PARTS FOR OFFER

The following parts are offer to the TSOA at no cost.

The offer is that members or others make a contribution to the TSOA \$coffers.



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



Ref above.

These parts should be kept together.

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



Box of better bits Gear Box



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



Engine tear down Double chain CAM



Race tuned distributor



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



One crank sold



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



Assorted race and standard Camshafts



New or crack tested



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



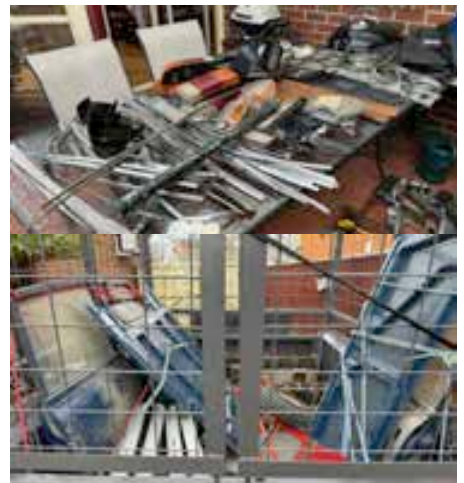
Diffs
3.7, 4.1. 4.1 has chipped tool on crown wheel



Serviceable standard gear box



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



4 doors.
Zero damage or rust

Ian Watt
Email

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

BUY, SWAP AND SELL

FOR SALE

1972 TR6

Price: \$47,000

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

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

2017 Class award winner TCCV Show and Shine.

2017 Christmas Show and Shine BMC Leyland Car Club.

Extra set of wheels, plus numerous spare parts.

Contact: Lesley Fox M:0429 822 463

Email: lesleyfox56@gmail.com



FOR SALE

Triumph TR8 Convertible
\$32,000 neg.

1980 TR8 (converted to RHD and manual transmission) with a 3.5ltr carb engine. The car is in very good condition and recent upgrades have been made to the interior with leather seats, centre consul and door cards. There is no rust (all panels are fully protected with body sealer) and no oil leaks. Mechanically

the car is in good condition and drives extremely well. Colour is Mosaic Green and the soft top works well, though there is a slight tear near the driver's door, which has been repaired.



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

WANTED

WANTED

TR6 Carburettor Stromberg 175 CDSE

Albert

0429 335 278

WANTED

TR4 Bonnet

Contact Keith Ondarchie
411 557 720

WANTED

Chasing seat frames for TR5/250

Please contact me if anyone knows of one for sale.

Rob Johnson
rob@rojodevelopments.com.au

FOR SALE

1958 Triumph TR3A convertible
\$40,000 neg.

2.2 litre 4 cylinder engine.

4 speed gearbox with electric overdrive on 2nd, 3rd and 4th gears.

Full ground up restoration in early 2000's. Presents extremely well and lovingly maintained.

Currently fitted with a hardtop that can be removed if required.

Won the prestigious People's Choice Trophy at an all Australian Triumph TR Concourse competition.

No rust, recently serviced and runs well. Will not disappoint. On a non-transferable Victorian Club Permit.

Phone Ken:0414 559 661



TSOA's Club Regalia

Log in on the website to order.



Available in Navy & Charcol

Short Sleeve Dress Shirt
\$48.00

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



Available in Navy & Charcol

Waffle Polo w/ Pocket
\$33.00

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



Available in Navy & Charcol

Fitted T Shirt
\$23.00

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



Available in Navy & Royal Blue

Weather Jacket
\$115.00

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

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



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

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



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

Drive Your Triumph Day

A few more pics from around the world.





CANPRO FEATURES

- Based on European Design
- Cam Down Filling Valves
- CO2 Purging
- Siemens PLC & HMI
- Undercover Gassing
- Bubble Breaker
- German Made Chucks & Rollers
- Stainless Steel Base Frame
- Auto Lube System
- Speeds from 6,000 to 72,000 CPH

SPLATT ENGINEERING

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

