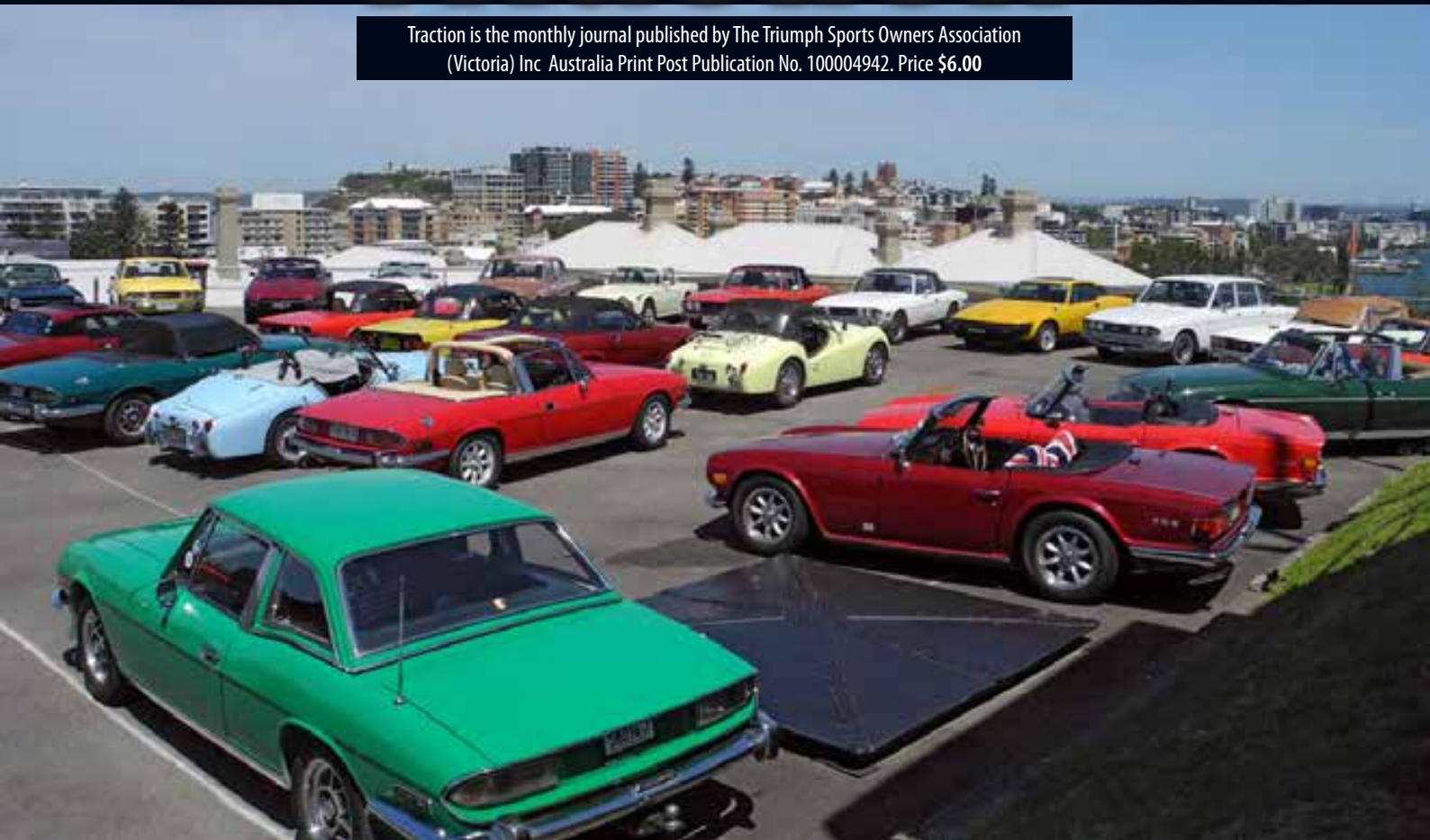




Traction

OCT/NOV/DEC
2025

Traction is the monthly journal published by The Triumph Sports Owners Association
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16 GTK – Get To Know

20 National Rally

28 Spring Sorrento Portsea RSL
Motoring Event

30 Auto Classico



Kevin Mc Cluskey at Mt Tarrengower Hillclimb.
Photo: Bill Revill



Keith & Gail's 1978 TR7. Photo: Peter Black



Pete's TR6 at the National Rally.
Photo: Pete Lane



Allan & Kate Lowe's TR4A. Photo: Peter Black



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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

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Eddie Duckett (Dec)
Bob Morrow
Jim Gallagher
Graeme White
Cath Macdonald
Ray Cook (NSW)
Phil Webb
George Stephen
Philip Johnstone
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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 Pics: Top Barrie O'Shea,
Bottom left: Shirley St John Cox,
Bottom right: Peter Black

TRaction Deadline Dates

Feb/Mar	20 Feb 2026
Apr/May	20 April 2026
June/July	20 June 2026

EDITOR'S REPORT

Hi all to my last issue as Editor. I took the role over from Ursula back in late 2022. I've enjoyed my time doing the "job". A big thank you to all those who have supported me with encouragement and especially with writing articles and sending in photos. Please continue to do so to support our new editor Scott who is in the spotlight this month with a GTK article. You the members make this publication worthwhile. Remember we are still producing a hard copy, sent out into the mail to you, while lots of other clubs are just using digital now.

We have a report on the run to the All British Day at Winton.

Our British Correspondent, David Beardsley has an update on his TR4 restoration.

We have a few Tech Torques, two from Bill Revill, nuts and compression ratio, and

one from the USA about replacing your Stag clutch. Motorsport is covered by a report on the Sandown Historics and Mt Tarrengower Hillclimb.

Two reports of the National Rally in NSW and one from the MGCC Ballarat Register Halls Gap trip. A brief report on Auto Classico.

We have three brief reports on our monthly mid-week morning coffees, the July and August events.

Thanks to all those that contributed for this issue!

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.

2025-6 ACTIVITIES LIST

DATE	EVENT LOCATION	DETAILS AND CONTACT	
Sunday 7th December	Christmas Lunch, The Kinglake Hotel. more details to come	Keith Atherton	events@tsoavic.au
Tuesday 9th December General Meeting (GM)	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 4th January	New Years Breakfast 9:00am Schwerkolt Reserve, Deep Creek Rd, Mitcham	Keith Atherton	events@tsoavic.au
26th January	Fish 'n' Chips Venue TBA (check e-blast)	Keith Atherton	events@tsoavic.au
Tuesday 10th February	Sir John Black "Drive Your Triumph Day" TBA (check e-blast)	Keith Atherton	events@tsoavic.au
Tuesday 10th February GM & Awards Presentation Night	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 15th February	British & European Motoring Show Yarra Glen Racecourse, Armstrong Grove, Yarra Glen	Keith Atherton	events@tsoavic.au
Wednesday 25th February	Morning Coffee, Venue TBA (check e-blast)	George Coulter	georgecoulter7@gmail.com
Tuesday 10th March GM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 17th May	National Motoring Heritage Day Cruden Farm, Cranbourne - Frankston Rd, Langwarrin	Keith Atherton	events@tsoavic.au

2026: The 49th Historic Winton will be held on 30th and 31st May 2026. We plan to celebrate 80 years of the Triumph Roadster and invite your club to be involved in a display. Other Triumphs 25 years old and over are also welcome.



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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Wedge display Pic by Vattrack

Run to Winton for the All British Day

As part of the All British Day at Winton the event was expanded to add a social element that include a run to Winton, car display & a group dinner on Saturday night.

On a weekend where the weather forecast was so bad that other events were postponed including Maling Rd Autoclassico at which we were to have a 5 car display, on what turned out to be a fine Saturday morning we joined the run organised by The Jaguar Car Club from Kalkallo heading up the Hume Highway directly to Winton. Our group consisted of 8 Wedges unfortunately a couple of other TR's, a 5 & 6, had to withdraw at the last moment. The group also included cars from the MG & Jensen Car Clubs.

Gathered at the track the run group was joined by more display cars filling the upper carpark, including more TSOA members in TR4s, 4A's & a TR6 and other various British manufacturers. I estimate that there was 80+ cars filling the area during the day.

The highlight of the day for the display cars was no doubt the lunch time parade lap, which saw the car park almost completely empty. Sadly I did not join in the fun as I had a most unwelcome visit from Sir Lucas the

Prince of Darkness, (POD) causing a misfire & I had no wish to be the subject of a parade lap trackside recovery which no doubt would have seen me win another of the infamous Roger Jeary/Jim Cain *Egg Award Of The Year*.

After the parade lap we gathered together all the road & track Wedges, 15 in total, in front of our team garage in the pit area for a group picture opportunity as we enjoyed the club sponsored lunch again organised by Roger Jeary. It was during this time that the we had the only bad weather on the day, a short rain & hailstorm which fortunately cleared and by the time the cars went back on the track the competitors quickly found a dry line to run on. We were not able get all the other competition Triumphs to join in the group picture gathering due to a logistic problem of moving cars around in the pit area that would have blocked of the access road for all other cars.

A multi club display car Show & Shine had been planned although due to some issues on the day this didn't go ahead. I had previously decided to run a low-key S & S for Triumphs in parallel to the main event to encourage Triumphs owners to attend. Trevor Norris (Mr CPS) & I had a walk around to decide the winners with **1st place**

to Jim McNaughton TR4A; 2nd place to Max Hayes TR8; 3rd place Peter Green TR7 to recognise the work Peter is doing (read \$\$) in improving his car. Later that evening at the Benalla Bowls Club where we had a highly successful multi club dinner & presentation night, Jim McNaughton was presented with the MSCA All British Day Show & Shine award.

The format for the ABD as an inaugural event was certainly a success and in discussion with members of the other car clubs on the day I got a sense that this type of event has widespread support as all clubs look to encourage membership participation.

The next day being Sunday was a round of the MSCA Sprint & Regularity championship and some of us that stayed in the Benalla area overnight headed back to the track to see our how our club members who were competing got on and help Roger Jeary finish off what was left of Saturdays lunch.

As for me I have hopefully banished POD with a new electronic module in the distributor & if I can get the rest of my act together may even join the competition group trackside for next years All Triumph Challenge.

Keith Atherton.
Event Secretary

COMPETITION SECRETARY'S REPORT

2025 Competition Report

Competition have again had a very full season with events at Sandown, Phillip Island, Winton, Tailem Bend and Calder Park

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

Racing has also been well subscribed with Triumph entries all through the year

The 2025 TSOA Competition season has been a stellar success with a total of 24 members competing at a Race, Sprint or Regularity event during the 2025 calendar year. There have been events, like Hill Climbs Rob Roy, Mt Tarrengower, Eddington Sprints etc. both local and interstate also which is not reflected in the TSOA Scoring system very well.

To qualify for the TSOA Club

Championship a total of 3 events during a calendar year are required.

This 2025 year has 15 members who have qualified for the converted trophy.

The competition has been very tight all year and a winner decided by the math.

My lips are sealed although I will reveal that I came 11th and still only 2.1673 seconds from a well-deserved winner.

The intention of this correspondent for the 2026 season is to do better. :))))

Well done everyone for what has become a very successful season for the competition side of TSOA Vic

Regards to all

Kippy

Michael Kip Competition Secretary

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

The MSCA Calendar 2026

MSCA Super Sprint Series

Saturday 31 January

Rd 01 Phillip Island

Sunday 22 February

Rd 02 Sandown

Saturday 18 April

Rd 03 The Bend

Sunday 17 May

Rd 04 Winton

Sunday 14 June

Rd 05 Calder

MSCA All British Day

Saturday 15 August

Winton

Sunday 16 August

Rd 06 Winton

Sunday 20 September

Rd 07 Phillip Island

Sunday 18 October

Rd 08 Sandown

Sunday 1 November (& NSW Sprints)

Rd 09 & 10 One Raceway

MSCA Come and Try Day

Saturday 5 December

Phillip Island

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



Rob Roy Revival

28th–29th March 2026

We're gearing up for the 2026 Rob Roy Revival, set for 28th–29th March 2026 at our Rob Roy Hillclimb in Christmas Hills. Since kicking off in 2023, the Revival has really taken off — it's become a must-do event for competitors, car clubs, and motoring enthusiasts alike.

With plenty of interest already coming in for 2026, we've decided to put together this monthly newsletter to keep everyone in the loop. You can download the latest newsletter here - Revival October 25 Newsletter. Each issue will share updates on event planning, feature marques, special guests, and what's happening around the Hill.

You can also keep an eye on our website as new details are confirmed.

We hope you enjoy reading the updates and sharing the excitement as we count down to another fantastic weekend at Rob Roy!

Cheers,

The Rob Roy Revival Team



MEMBERSHIP SECRETARIES REPORT

New Members

Jason Kilgour 1969 BRG TR6

Duncan Reid 1973 Black Stag

Maurice and Linda Harper

Lara Pitt

Hamish Johnston 1963 Red Spitfire

Please Note:

A reminder to you all when signing the attendance sheet **please print your name** so it is readable and please include your **member number**. This will help me with recording your points that go towards the clubman championship. I thank you for co-operation in this.

Danny Holohan
Membership Secretary



New Key Ring

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

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

Cost: \$20.00



Best New Members 2024

Julie and Peter Davidge with our President Ian Cowie

Morning Coffee November

The final Morning Coffee of the year was held at Ora D'oro in Croydon.

Twenty Five members braved the cold wet weather. Our "usual" spot inside was not available so we sat in their outside area which is undercover. Considering the numbers and the various orders for cake and coffee the staff do a pretty good job servicing us.

Phil and Gail were the only ones to bring a Triumph to the event. Well done.
George Stephen



1966/7 TR4A Restoration Back in the Red

Having got the body tub to a reasonable finish in grey primer, it was time to start thinking about colour coats.

The car isn't being built as a concours example, but nonetheless I want the underside to look good. I also believe that with a good paint finish you can more easily spot leaks or other damage and it's easier to wipe down than a bare stone chip finish.

The front and rear wheel arches have been stone-chipped, as has the area above the differential, but the main and boot floors are in plain pressed steel finish. The tub was rolled over on its back and several good coats applied.

Whilst this was curing, I set to on the other panels – bonnet, bootlid, doors, wings etc., as well as the smaller components that would be finished in body colour.

The tub could then be rolled over again and the upper panels painted. I reckon about half the surfaces won't be immediately visible on the finished car, but I still wanted them to look good. The boot area, engine bay, as well as the floors, the area behind the dash and the outer surfaces of the inner wings will all be covered – but I know they have been finished properly.

Other than a very few localised repairs – dents and some small rust, the chassis was in excellent condition.

The differential pins were reinforced at the time the rear bridge was attached, leaving the front wishbone (fulcrum) brackets to strengthen. I bought later TR6 brackets with two studs in each and also the standard reinforcing kit. The disappointing factor was the near complete absence of any fitting instructions, so I spent many hours searching the web for good photos showing how other people had done theirs.

The chassis had a three stage paint process, starting with Red Oxide primer, then grey primer, finishing with high-gloss chassis black enamel. I prefer this to powder coating as should it ever get damaged, repairs can be brush painted.

Next time, we will start to bring it all together.

Story and photos: David Beardsley

GT6

The picture of our GT6 was taken at the All Triumph Day in September. The event is held at the Shuttleworth Aircraft Museum and limited to 450 cars, so always a great turnout. This year, each car was photographed on arrived next to a WW2 Anti-Aircraft gun. I imagine that made several Spitfire drivers quite nervous!

Next year, the TR Register are again hosting their International Weekend at Malvern Showground in August.

Dave (& Jo)





Valé – Beverley (Bev) Webb

20.1.1950 - 21.11.2025

It is with sadness, we advise TSOA members the passing of Bev Webb. Bev had a long association with TSOA as the wife of the late Jack Atkinson. Bev passed away peacefully at home following ill health.

The TSOA Committee and Members extend their deepest condolences to Bev's family and friends.

R.I.P. Bev.

Sandown Historics 8th, 9th & 10th November

A Colourful Historic Weekend

The historic race weekend began on Friday under perfect skies—crisp air, bright sun, and a dry, fast track. Exactly the kind of conditions racers dream of.

Shirley, Alana, Ian, and Keith rolled into practice buzzing with excitement, each quickly settling into the rhythm of the circuit. Spirits were sky-high, the cars felt sharp, and the whole day carried that rare combination of calm confidence and fast laps that only perfect weather can deliver.

Saturday – When Confidence Met Reality

On Saturday, during qualifying, Gordon joined the crew—just in time for the weekend to pivot dramatically.

All of Friday's confidence evaporated the moment the weather arrived. Qualifying was held under a thick cloak of mist and rain, with visibility somewhere between "foggy" and "shower stall."

Shirley, ever the sensible one, took one look and sensibly withdrew.

Alana and Keith tiptoed through their required three laps—just barely—



Ian heads up the back straight in the wet.

before creeping safely back into the pits. After watching Keith trundle in (even if he was being a bit of a sook), Ian decided the smartest strategy was simply to "kiss the wall"... not too much damage, thankfully.

Gordon, of course, was steady as ever.

Qualifying results:

Alana – 24

Keith – 23

Ian – 22

Gordon – 16

Race 1 – A Wet & Wild Afternoon

Saturday afternoon delivered a true aquatic adventure. The track was drenched, puddles everywhere, and the racing resembled a motorsport version of white-water rafting.

Ian, Keith, and Alana started at the back of the grid, with Gordon mid-pack. Shirley—proving once again

that wisdom beats courage in a downpour—opted to stay warm and skip the race entirely.

Despite conditions worthy of a small ark:

- Keith drove cautiously but effectively, climbing to 12th and overtaking only on the straights with sooky "gingerliness".
- Ian finished a steady 19th.
- Gordon delivered a solid 16th.
- Alana battled electrical gremlins that sadly ended her race early.

Meanwhile... Asher, the Unsung Hero

Behind the scenes, Asher was a whirlwind of activity—managing three cars, juggling tyre pressures, tweaking setups, organising gear...

He was so busy he didn't even have time to clean the cars. That alone tells you exactly how chaotic the weekend



Alana and Ian going in to Turn 2

Proud supporters of the Triumph Sports Owners Association



Bruce & Daniel Parker – 1955 TR2, 2 x 1956 TR3s, 1958 TR3A, 1962 TR4, 1966 TR4A, 1968 TR5 [TR250], 1970 TR6 PI & 1971 TR6



was and what a great help he was. Ian has commandeered Asher for future support. At 10 years old, he is remarkable, said Ian.

Life in the Trailer

The team “lived” in the enclosed trailer all weekend. A trailer with no heating. By Saturday evening, it felt less like accommodation and more like a cry for help. The makeshift club rooms—where the team briefly sought refuge—were also heater-less. The next essential purchase is obvious: a heater. Maybe two.

Race 3 – Sunday, – A Glimmer of Calm

Sunday morning finally brought relief. The skies cleared, spirits lifted, and Race 3 offered a long-awaited chance at redemption.

Ian and Keith made steady progress as the track improved, finding their rhythm again on the drying surface. Ian suffered new engine issues

Alana, however, continued her battle—this time with braking issues testing her patience yet again. Shirley joined the Triumph brigade, and despite some lingering slipperiness, everyone enjoyed a far calmer race.

Race 3 results:

Alana – DNF



Keith – 5

Ian – DNF

Gordon – 16

Shirley – 19

Race 4 – All Bets Off

Sunday afternoon saw the drivers eagerly waiting for their final race—weather improving... then drizzling... then drying... then drizzling again. The track greeted them with a coating of oil for good measure, so everyone approached the opening laps with extra caution.

But once the race settled:

- Alana, despite her Sunday troubles, was outstanding—charging from P23 to P8 and chasing down her dad.
- Gordon, steady and sharp, climbed from P16 to P13 and was arguably the

star of the weekend. Go Spitties!

- Unfortunately, Ian and Shirley both recorded DNFs.

Race 4 results:

Alana – 8

Keith – 5

Ian – DNF

Gordon – 13

Shirley – DNF

Keith Ondarchie



Triumphs at Tarrengower



The Event

October 2025 marked the 96th year of running the (now) Historic Mt Tarrengower Hillclimb. The event has run with few breaks (WW II, COVID) since the first event in 1929. The list of winners includes Australia's greatest hillclimb drivers over these years – Terdich, Rodkin, Hollinger, Jim Russell, Lex Davidson.

The course itself is Australia's longest hillclimb – 1.6 km and rises 600m. A fast and free flowing track that rewards the brave, with few runoff areas provided and errors or mechanical failures are punished by the trees or safety fence. However, no serious incidents occurred on the day.

The 2025 event covers historic cars and both solo and sidecar motorcycles, with an entry of a total of 86 car and 31 motorcycles. Both fields contained some vehicles over or close to 100 years old, all of these kept in a beautiful, pristine state. The entry included five Triumphs – the TR3A's of Stephen Duniam and Michael Daley with the TR7's of Kevin Mc Clusky and Andrew Ansell. Bryan Young entered his Triumph Vitesse but did not appear on Sunday.

Despite storms and rain during the week previous and after the event, Sunday's weather was perfect for motorsport – blue skies, sunshine, low 20 degrees.

The Results

The Fastest Time of the Day (FTD) was surprisingly taken by Liam Sales in a Valiant VH Pacer, over 2 seconds faster than second place and an average speed of about 80 kph, indicating how fast and free flowing the course is. Of the Triumphs, Andy Ansell scored a fine second place in class, other Triumph runners were class mid fielders, and all were far from the slowest cars on the day. The great feature of both historic hillclimbs and sprint events like this and the



Kevin McCluskey with his TR7

annual Eddington Sprints event is that the results really don't matter! It's effectively a car show, but instead of the main stars sitting silently for hours gathering dust, the spectators can see them in action as well. Everyone can visit the pits, admire the machines and chat with the drivers as well as seeing them run, hear the wonderful sounds and smell the scents of motorsport – fuel, oil, tyres. Some of the motorcycles were running methanol and Castrol R castor oil! An unforgettable essence!

To see an excellent video of the event, look to YouTube "Tarrengower Hillclimb 2025 October" and for a history of Pikes Peak hillclimb in the USA, go to "The story of Pikes Peak Hillclimb". Both are well worth a watch over a cup of tea.

The Triumph Heros

STEPHEN DUNIAM is a car collector with an enviable stable of MGA's, Jaguars, Daimlers and Vintage MX motorcycles. The TR3A is a recent acquisition. "I'd always liked Triumphs" he said, "and this was restored a while ago and is in lovely condition. And it had a hard top as well – I like coupes" he said. He currently competes in Vintage Motocross racing events and has a background of track and hillclimb competition including all Victorian hill climbs and the Jaguar "All British" day at Winton, Victoria.

He has been competing in his Jaguar engined, 240 horsepower MGA, but this machine is currently being rebuilt so he decided to run the TR3A for this event. "The TR3A is a beautiful car with lots of character. It's very standard but still drives beautifully and is very comfortable with surprisingly good handling. I want to keep it standard, but I really prefer to have more power". The MGA /Jag will be used for competition in future and Stephen is building an exciting new project – a front engined, single seat, Jaguar powered open wheel machine in the style of a 1950's grand Prix car.

Stephen's next outing is planned for the Geelong Revival and looks forward to the Leyburn Sprints in Queensland.

ANDY ANSELL is another long term competitor with his well – used brown TR7, the "Choc Wedge". He has competed in sprints and hillclimbs for the last 25 years in both a Spitfire and the TR7 he has today. The car was built up in 2000 by Andy and John Seeley as a road/competition car. "Tarrengower is pretty much my favourite hillclimb, it's also my closest to my Bendigo home. But they're all good", he says. Andy is also a regular at the Eddington Sprints as well and many other meetings around the state.

Andy also enjoys watching the historic motorcycles and enjoying



Joe Boin in the Tony Denyer TR3A.

the Castrol R perfume that they provide. He has fond memories of two wheel motorsport - his early memory of motorsport is watching the motorcycles as a kid at Mallala in South Australia.

KEVIN MC CLUSKEY hails from the motorsport town of Tarawingee, a centre for Victorian motor racing in the 1950's and 60's. "Some areas of the old track are still visible", says Kevin. His motorsport experience goes back many years with TSOA Victoria, driving a Triumph TR6 and he has run at some magnificent venues including several runs up the mighty Arthur's Seat hillclimb. He has also competed at various motorkhana's and hillclimbs as well as Lakeland and several MSCA 6 hour events. He has wanted to come to Mt Tarrengower for "... about 20 years", "I normally allow plenty of time for getting to race meetings, but the starter motor failed. Instead of coming over on the Friday, we had to rebuild the starter and come across on Saturday morning" he said. The TR7 has been built up over time with the help and encouragement of his mates. His enthusiasm has increased recently and looks forward to doing Mt Leura soon. Kevin had a few minor niggles with the gearchange on the day and will work on these for his next meeting. "I want to concentrate on getting it right and doing a few test and tune days at Winton" He then intends to do more meetings with MSCA.

MICHAEL DALEY looked immaculate as usual in his very standard TR 3A, complete with pristine white overalls and a shirt and tie. He likes Mt Tarrengower - "it's not difficult and not overly dangerous" he says. Although he enjoys the mountain, he would like more runs during the



Michael Daley in his TR3A



Stephen Duniam in his TR3A



Andy Ansell in "Choc Wedge"

day. "We only get a couple of runs for the day, but less entries would mean more runs for everyone." He said. The system used was for three groups to run up the hill with a return of cars after each group. This slow turnaround may have limited the number of runs available on the day but contributed to the relaxed atmosphere of the meeting. It contrasts to other hills with faster turnarounds - Bryant Park

in Gippsland offers 8-10 runs on a usual event day. He's looking forward to the next hillclimb at Mt Leura, the Eddington Sprints or hopefully both.

JOE BOIN came out for a look in the Tony Denyer TR3A (featured previously) to enjoy the day and the wonderful crop of classic cars out on the day.

Story and photos by Bill Revill

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MGCC Ballarat Register Halls Gap trip

Over 3 days from November 11-13th 25 some TSOA members joined in the Halls Gap run excellently organised by Ed & Marg Ferguson who are members of both clubs.

Those from TSOA were: Max & Marg Hayes, TR8, Barrie & Rose O'Shea, STAG; Gail & I in a TR7 Sprint as well as Ed & Marg in a MGF/TF along with another 6 MG's owned by the MGCC members & as their club name suggested are based in Ballarat and are a newly formed car club to cater for car owners in Western Victoria and have quickly grown in numbers to around 100 people and are happy to accept any car manufacturers.

The group initially met at Miners Res and we took a scenic route to Ararat we had a tour of the railway museum where we were fortunate to have two very knowledgeable guides, both ex steam engine drivers and one had even been a fireman on the Flying Scotsman when that famous loco was here in 1988. The tour also included one of the original signal boxes with its multitude of signal control lever arms. Following this we gathered for lunch at the Ararat RSL before



the run across to Halls Gap and our accommodation at the Grampians Motel. That evening, dinner in local restaurant, The Kookaburra, where we mixed together in a very friendly get to know you atmosphere.

Next day Ed & Marg had planned two runs for the morning & afternoon to take in the sites of the Grampians and we headed off in small groups, crossing paths we each other throughout the day as we enjoyed excellent weather and the spectacular views on offer.

Following an early evening meal at

the Halls Gap pub we returned to the motel for a musical trivia night organised by a MGCC couple. This was really fun if sometimes frustrating as we all tried to remember song title & the performers. In true spirit of the run it was decided that there would joint winning teams, one each from MGCC BR & TSOA.

A really enjoyable time for all with meeting new friends and a promise that we need to make this an annual event.

Story and photos by Keith Atherton



What was your first car?

1972 Austin Kimberley Mk II. Its predecessor was the 1800 "Landcrab". Known for its Tardis interior space application, it was huge inside; I could sleep easily across the back seat, when away surfing on the coast.

It was a transverse mounted 2.2L OHC straight-six engine, based on the 1500/1750 Austin Maxi unit. At the time of the X6's introduction, it was a transverse straight-six-cylinder engine with 86 kW (115 hp) with its twin carburetor setup, stock.

A daggy car, but very useful to a young student.

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

My interest in Triumphs was piqued when I spied some TR7's and TR6s in the Brents car yard, then on the corner of Warrigal and Dandenong Road, back in the day. The TR6 was a bit beyond my means at the time, so the TR7 became the object of vehicular attention. I just found the shape and styling of it quite engaging and nothing else quite like it in that price bracket. Being a dedicated 2 seater with sporty styling and disposition with moderate handling, it was all that was needed.

I did many miles touring in that car and mostly spirited driving, which got to a crescendo point one day on the Yarra Boulevard. Imagine this if you will, a very young fellow, hauled over to the side of the road being booked by Victoria's finest Constabulary. I was snared into racing this undercover car, (Honestly your Honour!) then out came the Police Light, pull over!

Turning point in life you might say as I realised the best way forward was to join a car club and excise the racing demons legally on a racetrack. And as you might say, the rest was History.

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

That BRG TR7 was my first triumph and as I said I was inspired to go trackside with it, and that I did. Joining



Scott at Como



1980 TSOA Driver's Champion competing in a mortokhana at Kilsyth.
Photo: George Stephen

TSOA in 1985, I became a very active competition member with my TSOA cohorts at the time getting away every weekend we could for a fun filled sprint weekend. Ages of fun, were I developed that TR7 into a Fast Road /Sprint car. Eventually ventured into Open Racing with it, in the State Racing Series, Marque Sports category. Comparatively speaking it, was in the road going class as to other fully fledged racing Marque Sport Cars, but none the less I had a great time trackside and for what it was worth, finishing midfield + which wasn't a bad result. Great fun for about 3-4 seasons of Budget racing.

And then, life, family and whole shooting match got in the way, well you know the story!

During that period I also acquired a 1970 TR6. Again a great car, doing many Touring miles and competition events, had great fun in that car, in a great period of ones life, footloose and

fancy free. Yep, great fun and what better car than a drop top English sport cars to be out and about in! At that time I met my future wife, Paula, she was impressed, (with the car that is) so job done.

The TR6 got sold eventually, for one reason and another, got replaced with various other vehicles of the sporting disposition, to mention a couple, Alfa GTV6, a great toey little Italianate, a 928 Porsche, fabulous car as old Dr Porsche knew what he was doing there.

Along the way I acquired my current TR7, a very nice white DHC 79, which I eventually had converted into a TR7V8. The ultimate in my humble opinion in open top motoring, cruising along to the burble of a lazy V8. You could say one was quieting down in their senior years as they swayed along in their ultimate tourer.

Do you know the history of your car/s? (ie where it came from, previous



Scott & Paula and his TR6



Scott on the Thunderdome
Photo: George Stephen



Dale Rogers (Midget) trying to even up the dent on Scott Rankin's TR7
Pic: Chris MacGeorge

owners and anything interesting?)

The BRG TR7 (The Green Machine) was a 6-year-old car when I became its 3rd owner, so not much history there! And I held onto for the next 39 years until recently sold. Can't hold onto everything forever, I told myself as I handed it over to its next custodian. Went to a good home, a fellow club member who is keen to put it out again on track days.

The TR6 came from Sydney, via a chap who was relocating to Melbourne and was moving on a bit of his vehicle stock, the exact history of which I didn't get to find out and after 10 years of my custodian I handed it onto chap who was looking for a rolling restoration job, apparently I wore it

out a bit!!

The DHC TR7V8, which I still have, come from none other than the Estate of the formidable late Jack Atkinson. Those of you who knew Jack would say he was one of those penultimate Clubman, one of the last in series of true Club Characters with a long TSOA association, here and in South Australia.

The Car itself was imported from California from its original owner Robert E Benson of Orange County, who first registered it Sept 1980. Imported by Anthony Zammit, in July 1989, at which point it was converted to Right Hand Drive, undergoing a full restoration and registration here in

Victoria in July 1993, TRULUV – Yep!!

Jack took ownership of it Aug 1994 and campaigned it as an active Club car, attending a multitude of events over the years, Registered JLA 278 – Better!

It came into my ownership Aug 2004, and driven tirelessly as TR7 for the next 3 years then in 2007 it underwent a V8 Conversion by Graham Haymes' crew at Caulfield Jag, great job! Registered MAGNF7 – much better!

I still own it and drive regularly to date.

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

As mentioned, I suppose another car of note that I had was a 1990 Porsche 928. A truly magnificent car, a fire-breathing dragon in its day. 5 litre, quad cam 32 valve V8, an absolute gun of a car with really well sorted handling with the Weissach developed suspension, featuring such engineering marvels as an Hydraulic variable locking diff, real punch in the back traction. Counter balanced with Brembo 4 pot disks for pinpoint stopping. Anyhow I digress (Old Ferry got that one right).



At Albert Park GP display with Brian Taylor



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Mandy Turner's classic car passion lies that deep, her new house has more garage spaces than bedrooms... She enjoys a good story and mingling with the car community, and you'll often find her at car shows in and around Melbourne in one of her classics.

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When did you join TSOA?

As said, I joined TSOA in 1985, being a member ever since with varying levels of club activity over the years, most active in the earlier years as a competition member and holding the odd committee position also. And of recent have come back into the fold.

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

By trade I am a Graphic designer, have been all my working life. The last 20 has seen me operating a home based

freelance business, which was good from the point of view of raising a young family of 4 siblings, it gave a certain amount of flexibility for family involvement and activities. All a bit different nowadays, the household now much quieter with all of the guys, but one (she's a point 5), having all moved out and getting on with their own busy lives. Such is life.

A Graphic Designer, same field as George our illustrious Editor, who has seen the opportunity to get me in a headlock and wrestle me into the Editorship. Now not so, when George

first mentioned it, it presented as the ideal way to get back in touch with TSOA ways and activities and I welcomed the opportunity to be able participate.

Have you participated in club motorsport? If so any interesting stories? Favourite track or corner?

Have I participated in Motorsport, well yes, back in the day I most certainly did. What better way to fill out a decade and amuse yourself trackside. If there was enough space here I would go on, but one interesting phenomenon that I notice is that, the older I get, the faster I was!!!

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

The main benefits I got, especially in the earlier years, was the camaraderie with fellow TSOA members that we shared when going to events, with all the enthusiasm and energy that could be mustered in a young crowd. All had a truly fun time as we got out and about in our sports cars. Today it is also about enthusiasm for the Club and Club events and taking on the Editorship will open a new chapter to that, and looking forward to future involvement. 🖤



National Rally Port Stephens NSW by Peter Lane

Set off from Yarra Valley Chocolate cafe on a cold but sunny day with Trevor, the Davidges, the O'Sheas, and myself.

4 Triumphs, brand new Stag, 2 TR8's and my TR6 (roof down) headed off up through Mansfield, King Valley, Wangaratta and Wagga Wagga.

We had confirmed bookings for 2 nights 4 rooms at motel in June, which it turned out, were for tomorrow night! Not happy after 7 hour drive! The owner blamed his computer and us even though we had 4 email confirmations, it appeared the inn was full so bad luck. After a tense discussion and the offer of rooms going back 75 km it was decided to venture 50 km on to Cootamundra where I had secured 4 rooms. The Marion's from WA in their Stag also joined us.

After a great 2 day stopover where we visited Temora airfield, and after

visiting the home the birth place of Sir Donald Bradman, we ventured on to Katoomba via some great back roads, a quick walk to the 3 Sisters, dinner at the RSL.

Onwards to the National Rally at Port Stephens with some of us picking up partners in Newcastle. The Anchorage Resort is 5 star and well done to TSOA NSW after a cancelled 2020.

Food and wine was plentiful, especially the daily happy hours and at organised dinners.

Car issues:

- Trevor a/c packed up
- Marion's lost power steering
- I had an issue with overdrive jumping in and out, first day but fixed with \$26 hack from Mitre 10 which worked for over 2,500km all the way back home.

Highlights

The initial weather forecast heavy rain and lightning. Which gave us all a

great show on the first nights dinner. Luckily the committee foresaw this and secured large under cover parking for all the Triumphs

Fabulous top down weather for, sunny cruising and great beach walking. Sunday show and shine which was sunny for a change, with lots of interested sightseers

Visited Fort Scratchley in Newcastle, the original coastal defence. It was built in 1882 to defend the city against a possible Russian attack. A military gun base with tunnels to explore

A track day at local hill climb circuit including timed sprints, and a gymkhana Ironman event.

Day visiting Morpeth, historical town with a quiz thrown in.

Fighter World to see the F35's training.

Day cruise on vintage ex Sydney Ferry

Lowlights

As we are all aware potholes in



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Barrie expresses his frustration



Bradman's Birthplace



Victoria are a fact of life as they just don't get fixed. In Port Stephens the holes get topped up quickly leaving in-flattened mounds all over the road, which Triumphs weren't built for.

Final Ironman event was racing model electric cars at golf course, bit of a laugh and we did our best to not collect the huge trophy!

Final dinner and announcement of Toowoomba for the QLD National Rally for 2026

Convoy home with Norris's, Ron and Josie, Peter Green skirting Sydney CBD and down the Hume with a stopover in Yass then back to lovely rain in Melbourne.

Story & photos by Pete Lane



Pete's home fix for his lost overdrive, to keep it in 4th gear.





At Temora, Spitfire and Tiger Moth



National Rally Port Stephens NSW by Barrie & Rose O'Shea

After our long journey to WA last year, we were looking forward to a shorter trip to Port Stephen in NSW. After the major oil leak from the 4A, we took a chance on the recently rebuilt Stag with only 1500km on a new engine.

We started at Yarra Glen where we met up with Master Journey Planner, Trevor Norris, along with the Davidges and Peter Lane. A lunch stop at Mansfield then on to Wangaratta via the King Valley. Winding roads with beautiful views. Peter Lane showed true TR grit by having the top down all the way. We were due to stay for 2 nights at Junee but discovered that

our booking had been cancelled. A quick phone call found rooms for us at Cootamundra. Finding a convenient

ambulance to shelter behind to collect the kangaroos for us at dusk, we proceeded.

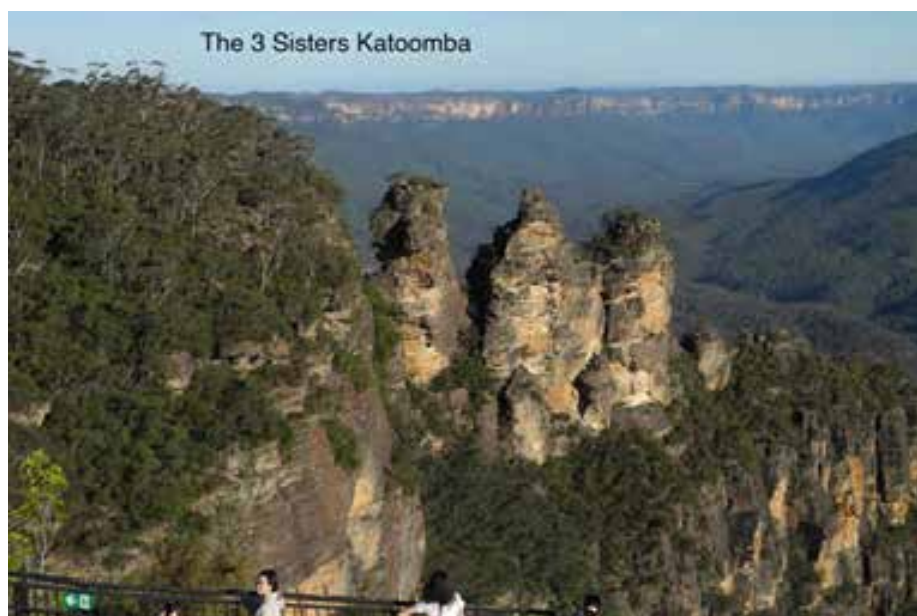


A few photos of the display day at Nelson Bay Marina



View from the room



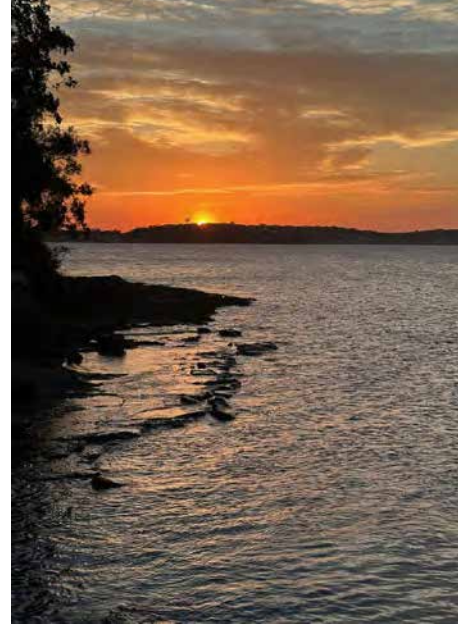


The motel was much better than the Junee one and we had a good dinner at a local hotel. Wednesday saw us visiting the historic museum at the old station, the birthplace of Sir Donald Bradman and the air museum at Temora airport. Leigh and Ron Marion joined us for dinner. On Thursday we set off for Katoomba. Our coffee stop at Harden at the back of the newsagent included a talk by the local bus driver about his marriage to a Thai lady. Coffee and entertainment.

We stopped at Taralga for lunch where we also refuelled the cars. A long stop at roadworks on a hot day saw the Stag fail to restart until put into 3rd gear on the long downhill run. Hmmm. We arrived at Katoomba in time to visit the 3 Sisters and Echo Point. Magnificent views. We booked the free bus to the local RSL. Given the size of the meals, we chose to walk home.

Coffee at Colo next day before





tackling the Putty Road. This is 170km of corners and a favourite amongst NSW motorbike and sports car enthusiasts. A challenging piece of road. Peter Davidge lost the brake booster on his TR8 which added some excitement. Trevor left us at Broke to collect Lee at Newcastle. We refuelled at Singleton and about 5km

later the Stag stopped. No apparent cause but a half hour of rest beside a very busy road and we were away to The Anchorage for the Rally. It is very impressive, located on the waterfront with views over the marina and the bay from most of the rooms. After registering we were directed to get as many cars under cover as hail was expected. We then relaxed with Happy Hour followed by a pool side BBQ with

a beach party theme. The hail did not turn up to spoil the fun. Some of the costumes needed sunglasses even after dark. Others needed sunglasses for the first of our daily pre breakfast walks on Saturday morning.

Saturday was the display day at the busy Nelson Bay Marina. We had a



The Wangi Queen





lot of spectators so there were lots of votes in the People's Choice contest. The weather was perfect so it was a good day with a relaxing afternoon after the busy trip from Melbourne. On Sunday we set off to the Ringwood hillclimb for the competition event. Around 15 cars took part - some may require mechanical work given the amount of smoke produced. After the competition was over, the spectators were allowed to follow a pace car around the track. By dropping back, several of us could then go faster than the pace car. After lunch, the first Ironman events started. The Victorian contingent once again tried hard to avoid taking the trophy home. We had a very pleasant dinner at the Nelson Bay Golf Club.

On Monday, we passed the coal loading terminal at Newcastle (the largest in the world) on our way to Fort Scratchley. It was built in 1882 to protect the city from possible Russian attack although it did not fire a gun in anger until 1942. It was fascinating to see the evolution of the guns over the years and to see the massive walls, the storage rooms for explosives and the passive venting through the building. A warm day saw some of us taking a scenic drive to Bar Beach for lunch. It was good to see so many young people reducing their effects on the environment by using the absolute minimum of material in their swimsuits. Unfortunately our efforts for the environment were undone by dinner which included 3 legs of lamb for each 8 person table. After

dinner we were treated to videos of The Beatles which led to singing and dancing so we worked off some of the food.

Day 5 saw us travel to Lemon Tree Passage for a trip on the Wangi Queen which was launched at Empire Bay in 1922. She was made of ironbark and spotted gum timber which was hand cut from the Watagans Forest. We enjoyed a leisurely cruise and lunch as we sailed the Port Stephens - Great Lakes Marine Park. The crew pointed out the many historic buildings and the stories behind them. A group of us called in to see Cin and Ken Taylor who were members of TSOA Vic and lost their home and TR in the Churchill bushfires. They now live near Lemon Tree Passage and Ken has another TR in the garage - in boxes. Great to catch up.

Wednesday was meant to be an observation run to the historic town of Morpeth on the Hunter River. A forecast of 37c saw a strike especially by Stag owners and it was switched to Thursday. Josie and Ron Farrugia stepped into the breach with an offer of dancing lessons in the morning. Some performed very well while others showed that they had 3 left feet. The rest of the day was spent inside or in the pool before dinner at the Nelson Bay Bowling Club. There was a quiz on our knowledge of Triumphs. Sadly, the highest score was 13 out of 20.

Off to Morpeth on the Thursday in lower temperatures. Our route took

us past the Williamtown RAAF base. The noise of a fighter taking off puts a Stag exhaust to shame. We invaded Morpeth seeking answers to the 20 or so questions set by our malicious hosts. Careful collaboration over coffee and ice cream meant that most of us had all of the answers.

The farewell dinner coincided with my 80th birthday so I shared it with 109 of my closest Triumph friends. The evening theme was Dress to Impress. There were many interesting interpretations. Prizes were awarded including the Iron Man trophy which fortunately was won by NSW. TSOA Queensland made a presentation for the 2026 Rally which will be in Toowoomba. A great night to bring the Rally to a close. We all set off after breakfast on Friday looking forward to the next one.

Story by Barrie O'Shea
Photos by Barrie Pete and Trevor Norris



Measuring engine compression ratio

This provides practical guide to measuring the compression ratio of your engine.

Equipment

- Burette*
- Small funnel
- Light grease*
- Burette stand*
- WD 40*
- Small glass plate

* See Pic 1 – items shown.

Equipment notes

- A burette is the main measuring instrument. (Pic 1). It's a long graduated tube with a tap at the bottom so the volume of liquid passing through it can be accurately measured. Buy or borrow a burette – they are about \$30 at a glassware store/ internet, or a chemistry student may be able to borrow one from school.
- A burette stand is essential. These could be bought or borrowed with the burette. I made mine – threaded rod, wooden sticks, zip ties and a vice. (Pic 2). It can be very simple but must be able to turn and allow the burette to slide up and down.
- The glass plate is from anywhere. I went to a dollar shop, bought a picture frame for \$5, kept the glass and threw the frame away. A better way is to buy a piece of Perspex (Bunnings) and drill a small hole through it. But you get the idea.

The Setup

- Check the engine to ensure the piston tops are flush with the block at TDC. Put the spark plugs in the head and tighten them. If the piston head has cutaways for the valves, these will need to be in the equation – measure or calculate. Same for a domed piston, the volume to be removed from the calculation will need to be measured or calculated.
- Grease around valves to ensure there are no liquid leaks. Either remove the valves or very carefully wipe great around their peripheries. But make sure they are sealed. Check frequently – if after any measurement, water is apparent in the ports, stop and reseal the valves. Carefully remove excess grease.
- The glass plate must seal the cylinder head off completely. So lightly grease the cylinder head (Pic 3) and



press the glass down – you can see the grease sealing. The glass plate must nearly completely cover the cylinder head cavity to avoid the formation of a meniscus (See Note 1) which will influence the volumetric measure.

- Set the cylinder head up beneath the burette. (Pic 4). Take the time to be sure it is level both ways – this is important to obtain a consistent reading. It takes some time and is frustrating. I used two sets of feeler gauges to get it level. Also keep in mind it needs to be robust – you may have to tip the head during the measuring process and still ensure it comes back to level.

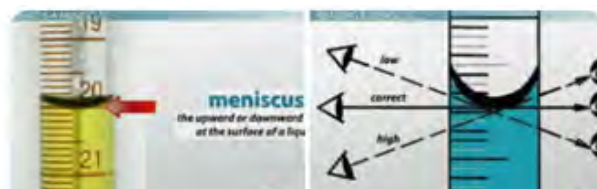
Start the measuring process.

- Fill and trim the burette. Pour the liquid in the top very carefully, spilling a minimum. Be careful to dry the outside of the burette – any spills will run down the instrument and into the head cavity, thus corrupting the measurement. Then use the tap to very carefully bring the meniscus to the zero point.

Note 1 – Meniscus

Think of pouring water into the cylinder head. Surface tension allows it to rise just above the deck height before it overflows. This is a POSITIVE meniscus and provides a false reading. SO we need to cover the head with the glass so that bulging is eliminated.

For a concave meniscus, volume is read at the lowest point of the curve. For a convex meniscus, volume is read at the highest point of the curve. Liquid measurement should always be taken from eye level, ideally with the container held in the hand and brought up to eye-level when possible.



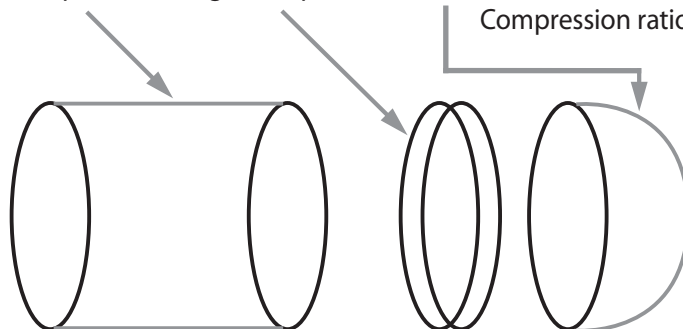


- Suggest you have a trial into a jar just to get the feel of the tap. Fine control is needed; practice makes perfect.
- Turn the burette so its over the small gap between the glass and the head, lower the burette and open the tap. Watch carefully for spills. (Pic 5)
- Watch for the water to come slowly towards the gap and to ensure nothing spills. Look for air pockets forming behind the water as it gets to the end of the pour. If an air pocket forms, stop the pour and gently manipulate the head to allow its escape. Then continue, slowly and carefully. After moving, again check that the level both ways is unchanged and, if moved, abort the test and reset. (Pic 6)
- When the cavity is full, look to the scale on the burette, read off the amount of liquid consumed and record it. Job done!
- Drain water from head. This is best done by soaking it out with the tissues to avoid having to re level the head. Be sure to dry the inside of the spark plug as well.
- This measuring task is usually a fiddly job and perfect accuracy is difficult; it is accepted that there is always some error in burette use and a 'rule of thumb' is to repeat until we get two readings the same. I find it best to do a few readings, and the answer can be judged: It usually complies with the rule anyhow. I did seven readings: My Triumph head measured 51.6, 51.3, 51.4 and 51.5 with a couple of outliers deleted. I'm calling it 51.4.



Calculating compression ratio

(swept volume + gasket space) / (volume in the head) = Compression ratio



Measurement of head volume = 51.4 cc

Hence 534 / 51.4 = Compression ratio of 10.40

Note 2 –

Tuners usually 'balance' the head, by measuring all head cylinder volumes and grinding them to match. This example is just for one cylinder.

Article and photos by Bill Revill

CALCULATING COMPRESSION RATIO				
The Volume of the swept cylinder surface. E.g. Triumph TR Bore = 86mm = 8.6 cm Radius = 43mm = 4.3 cm Stroke = 91 mm = 9.1 cm	+	Volume of gasket space= area of bore x thickness of compressed gasket (I used 1mm) Again for a TR, gasket thickness = 0.1 cc	=	Total swept volume
Example: $R \times R \times \pi \times T = \text{Vol}$ $4.3 \times 4.3 \times 3.14 \times 9.1 = 528 \text{ cc}$	+	Example: $R \times R \times \pi \times T = \text{Vol}$ $4.3 \times 4.3 \times 3.14 \times 0.1 = 5.8 \text{ say } 6 \text{ cc}$	=	528 + 6 = 534cc

2025 Spring Sorrento Portsea RSL Motoring Event

31 Entrants gathered under cloudy skies at the RSL for the 2nd running of the Sorrento Portsea RSL Motoring Event.

A wide range of cars and two motorbikes made up the field. The most popular manufacturer was Triumph with 3 taking part: **Peter Byrnes & Janet Low in their 1964 TR4, Allan & Kate Lowe in their TR4A and Keith & Gail Atherton in their 1978 TR7 Sprint.**

The oldest car was Russell Darbyshire's 1934 Oldsmobile, Holden Body Tourer, seen below at Arthurs Seat, next to Tony and Jane Stephens, Porsche 993 Turbo.

The Penfold family were well represented with John and Fran Penfold in their bright yellow Suzuki Sierra, Harry Penfold with Calista Clements looking after the maps and questions in Harry's great 1975 Range Rover and Myles Penfold assisting with the navigation in Nick Henry's 1967 MK2 Jag.

We encourage families to enter these events. Entrants had received the Navigation notes during the week prior, to give them an opportunity to plot the route on a map in

preparation for the day.

Entrants signed in and were handed the questions to be answered along the way, unjumble the words and cryptic quiz. We score the event in two sections, questions to be answered along the way and unjumble the words scores are added together. The cryptic quiz is a standalone section. Many started on the questions as they enjoyed a cup of tea or coffee before heading off.

Following the drivers briefing entrants headed to their cars, by this time the cloud was lifting and we were in for a perfect day. Claire Cooper did the honours, flagging the cars away from 9:30. Peter Black our great photographer was there capturing the action.

The Course

The first leg of the course was 75ks, taking entrants over some of our favourite roads. Heading roughly east from the RSL, the turn into the Old Bittern Dromana Road caught out many entrants, as it did in the March run. After travelling through Red Hill and Main Ridge entrants arrived at the Arthurs Seat lookout where we had our morning



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Peter & Janet in their 1964 TR4

tea break. Entrants found answers to some questions and enjoyed the break.

The second section was 64ks and it took entrants down the famous Arthurs Seat tourist road. They had the opportunity to pause at one of the viewing points and take in the spectacular views in perfect conditions. Entrants did a U turn at the bottom of the tourist road and headed back up the hill. Arriving back at the top of Arthurs seat, entrants headed south east through Main Ridge to Flinders township. The route took them through the township to one of our favourite roads, Golf Links Road, the most scenic road taking in the Flinders Golf Course and magnificent coastal views south to Bass Strait. Entrants were reminded that golfers have right of way and to keep an eye out for errant golf balls. From Flinders entrants drove along Boneo Road, another wonderful road, we are spoilt in this part of the world. They left Boneo Road at Limestone Road, answering questions as the headed back to the RSL.

On arrival crews enjoyed a drink and continued to work on answers to questions. To score, entrants swapped the answer sheets with others. Craig Cooper then kindly took on the role of reading out the answers, many answers were greeted with groans, some with laughter. Once the marking was finished entrants enjoyed the great BBQ, prepared by the hard-working committee and volunteers led by Pam Rim.

Results

There was fierce competition as you will see by the results.

Cryptic Quiz.

1st, Andrew Head and Laura Meehan, in their magnificent 2009 Ford Shelby Mustang. Repeating their results in March.

2nd Mark and Jan Evans in their 2021 Mercedes Benz C63s,



Keith & Gail in their 1978 TR7 Sprint

=3rd Serg and Linda Schwal in their 2020 BMW X1

=3rd David and Deb Spencer in their superb 1968 E Type Roadster.

Questions to be answered along the way + Unjumble to words.

We had a very crowded podium with 3 crews scoring 29 points out of a possible 31 points.

= 1st Toni Armstrong, Michael Williams, Angela Lysiak Thompson and Ian Hetherington, in their 2012 Volvo.

= 1st Mark and Jan Evans, in their 2021 Mercedes Benz C63s.

= 1st Serge and Linda Schwal in their 2020 BMW X1.

Well done to all competitors, I note that Mark and Jan Evans and Serge and Linda Schwal featured in the results for both sections.

Thank you to all who entered for coming along. Special thank you to Peter Rim, the committee and volunteers for all their help. To Patrick Gleeson for his creativity and work promoting the event on the RSL website. To Craig Cooper for his help with the scoring, to Pam Rim and all those who created the great BBQ lunch, to Peter Black for the fabulous photos, some of which you will see here and others that you will see on the website, and to Belinda Henry for her assistance in plotting and route checking the course, and proof reading the questions - unfortunately her OS tennis commitments meant she could not join us on the day.

We are planning the 3rd running of the event in March 2026, as soon as we have a date, the save the date doc will go to all on our mailing list and details will appear on the RSL website.

Stay tuned and happy motoring.

Story by David Henry

Photos by Peter Black



Allan & Kate Lowe's TR4A



Nick Henry's 1967 MK2 Jag



Auto Classico

After postponing Auto Classico, in August, the event took place on Sunday 23rd of November.

The weather was overcast with early rain and drizzle eventually stopping. The drizzle was quite light when I got to the event. The weather didn't dampen the attendance or enthusiasm for the event.

It was great to walk around and see the terrific display of cars, some are quite rare and very expensive. It was also great to see fellow club members and have a chat.

TSOA was represented with five cars on display:

Steve Browne TR2
 Rob Johnson TR6
 Rob Bernau TR7
 Janis Putnins TR8
 Barrie O'Shea STAG

A big thanks to our members for displaying their cars.

There was two "Transformers" walking around amusing the children.

As part of the event they ran the

Costumi Classico, a Vintage Fashion Parade. Ursula entered and won the *Special Mention Award - For, spirit, effort and originality* for wearing her Mum's original 1960's fashion, which was the era of her Karmann Ghia that was on display.

One rare car is the Bolwell 500 the latest car from Bolwell and there is only one, so I was told. Here is most of the marques on display: Lamborghinis Ferraris, Maseratis, Alfas, Fiats, Minis, Holdens, Bolwells, Jaguars, Austin

Healeys, Lotus, Clubmans, Porsches, Mercedes, a terrific range of French cars; Citroëns, Renaults, Peugeotts and Alpines. A Toyota Celica GT – this car was brought to Australia for assessment. As the Celica was a young person's car the Insurance companies wouldn't insure them, they felt they may be too powerful!

Again I can't help but say that this a great event, that if you can, is one to attend.

Article and photos by George Stephen



Citroën Safari



Mercedes Gullwing
Pic: Shirley St John Cox



Bolwell Nagari 500



Alpines

A selection of photos from Auto
Classico. Photos by George Stephen
Ursula Weidenmüller and Shirley St
John-Cox



Toyota Celica GT

Stag Clutch Replacement

The following is an assortment of notes and observations around replacing the clutch and rectifying a small overdrive issue on my 1973 Stag with the stock V8 and an A-Type overdrive.

What this article is not, is a step-by-step "how to" on changing the clutch as both the Factory ROM and Haynes manuals cover off most of the procedure, much but not all, and so hopefully the following fills in some of the gaps.

I should also add that the following are simply my experiences, what I found and information I picked up along the way; as they say, "Your mileage may vary"!

My Stag was built as a manual only, no overdrive car, but at some point, quite early in its life I would suggest, it had the gearbox changed out for a different box with the A-Type overdrive unit. Though I do not know the original gearbox number the one now installed shows "LD 724" which would be from a much earlier 1971 car.

I had been dealing with two issues on my Stag, the first was that the overdrive had stopped working due to a wiring issue on the top side of the gearbox; the second issue was that I was not overly happy with the point at which the clutch engaged or disengaged as the clutch pedal only needed the smallest movement to activate the clutch.

The first issue was a result of the change in transmissions where the 12V wiring to the solenoid had been pieced together and had simply come apart in an inaccessible location. The pedal height issue is relatively common, and I have read that it is an issue of using a Land Rover clutch, though I cannot truly confirm this. While "I was in there" it seemed like a good opportunity to resolve some oil leaks, or at least attempt to resolve them.

Crucial to me taking on the job of removing the transmission at home was the installation of a two-post hoist



Draining the gearbox oil

in my workshop which fortunately has a 10ft ceiling height. I had absolutely no interest removing an overdrive transmission working off of jack stands and though I note some remove the engine and gearbox as one complete unit I am not really set up to do the job that way. Triumph puts the "repair operation time" at 5.60 hours, this will not be how your day goes I can assure you!

I am fortunate the exhaust system is stainless steel, and brass nuts were used at the manifolds so removing and replacing the exhaust was quite straightforward, significant corrosion can make this job very challenging. I do think I would leave the spin-on oil filter off to improve access before replacing the exhaust if there is a next time.

When removing the gearbox from the



Inspection of gearbox internals

engine the entire unit is tilted down and back at a fairly significant degree which is why the recommendation is to drain the coolant and release the top radiator hose; I did go that route as it could have put quite a strain on the radiator I felt. What is not mentioned is that once the rear gearbox mounting is removed the engine's fan comes in contact with the fan cowl and so I had to remove the mounting bolts for the cowl, possibly not mentioned as many cars did not come with the cowl fitted. The engine then rests against the cross-member, all quite secure, just make sure the brake line is out of the way first.

Removing the nuts and bolts around the bell housing is a slow and frustrating task, especially if everything is rather oily and dirty in that area; it may have helped to clean everything before commencing the



All of the new parts ordered



job. It did take several hours to remove all the fastenings, and I took numerous breaks due to the miserable nature of the task.

A wide assortment of wrenches, sockets and extensions are required, and a healthy dose of patience, however, it can be done.

I did note that an odd assortment of nuts and bolts had been used over the years, not all of them correct, some of them damaged. I opted to buy a replacement fastener kit from one of the UK Stag parts vendors to make reassembly as easy as possible though some of the new bolts seemed too short.

The bearing had clearly been putting pressure on the clutch cover as with the last bolt removed the spring pressure moved the gearbox back about a 1/4", the clutch fingers were significantly worn, about 50% of the metal was gone. The clutch cover had no identifying marks, the plate was Borg and Beck and the release bearing a KYK.

As I went, I assembled a parts list, the rear gearbox mounting bushes were past their best and one of the cross-mount bushes was actually missing. I did find a couple of bolts missing as well. I opted to change out most of the oil seals on the gearbox given the oily mess beneath the car (though as a positive the car is rust free!).

I also own a 1972 Triumph TR6 and had experienced a couple of the infamous

clutch problems in that car in the past, the broken clutch release fork pin and the release bearing carrier/sleeve binding up on the gearbox's front nose cover. Given this history and a familiarity with the Buckeye Triumph website and its excellent technical pages I opted to very closely inspect all clutch components and replace any that were even remotely suspect. The Stag and TR6 clutches and gearboxes are very similar, although not identical in every respect.

I did drill the clutch cross-shaft and put a 1/4" bolt through, as I have done on my TR6; I feel this is an improvement. My flywheel was in excellent condition so there was no need to have it removed and resurfaced.

One peculiarity I came across is that some of the images in the workshop and parts manuals turned out not be of a Stag! Further investigation determined that some of the images were actually of the big saloon car range (2000, 2.5 PI, etc.) and so parts moved around causing me temporary confusion!

I gave everything a thorough cleaning and made sure the tiny vent hole in the box top cover was clear. My biggest challenge was on one of the smallest parts, the speedometer bearing assembly, #146542, was leaking oil and so I wanted to change the outer O-ring and inner oil seal. I ended up spending days soaking this part with penetrating oil and trying to carefully lever the part out. This part

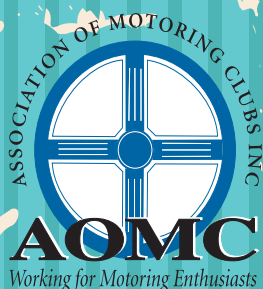
is aluminium and has a very unusual thread of 3/4"-26 BSC (an obscure and very fine cycle thread) so it is not easy to repair any damage. After five days of soaking and working the part, I eventually got it out only to find it had been damaged in the past by the securing bolt pin damaging the O-ring area.

This part was on back order and so if you plan to work on this part, it may be best to order a replacement ahead of time if there is any significant resistance, which there definitely was with mine. I did see a puller for the part, but it is not available as far as I could tell and, given the obscure thread size, options are limited.

For the gearbox switches I removed the neutral safety switch and replaced it with a blanking plug in an effort to simplify the wiring. I replaced the overdrive switch and wiring and noted that new switches have 16mm x 2mm thread, close but not the same as the obscure thread originally used. Using some persuasion these new metric threads can cut their way through the aluminium casing but I opted to use a 16mm tap to make a clean thread and felt better for using that approach.

As for the inside of the gearbox, I simply gave the internals a look over, there were no issues anyway and felt it best to leave well alone. I use 30W non-detergent oil in this transmission and it was spotless inside.

Stripping a perfectly working gearbox



Association Of Motoring Clubs Inc.

2025 - 2026 Events

AOMC Club & Trade Expo

*Penrite Oil, 110/116 Greens Rd,
Dandenong South VIC*

Saturday 18th October 2025

A great facility for AOMC Member Clubs to have a display area to promote their club, the Expo is also focused on automotive suppliers and traders that provide products and services to motoring and restoration enthusiasts.

AOMC American Motoring Show

Manhattan Hotel, Ringwood

Sunday 26th October 2025

A change of venue and format, this all important American vehicle show is now a Cars & Coffee event. From iconic muscle cars that dominated the '60s and '70s to the groundbreaking designs that have defined the automotive landscape, our show brings together the finest examples of American engineering and design.

AOMC / RACV Festival of Motoring

Cruden Farm, Langwarrin

Sunday 18th January 2026

This annual event at Cruden Farm brings together a vibrant community of automotive enthusiasts set against a backdrop of breathtaking scenery and a lively atmosphere, for all ages and interests. At the heart of the festival is a rich display of motoring heritage, showcasing an impressive array of classic and vintage models that narrate the history of automotive evolution. The festival is a true paradise for car lovers.

AOMC / RACV British & European Motoring Show

Yarra Glen Racecourse

Sunday 15th February 2026

This event is open to all vehicles designed or manufactured in England and Europe. You do not have to be a club member to display your vehicle. Club displays welcome.

AOMC Aussie Classic Car Show

Manhattan Hotel, Ringwood

Sunday 29th March 2026

The AOMC is proud to celebrate the products of our great Australian motoring industry and heritage. This is a revival of Victoria's preeminent Motoring Event that will showcase our local industry and is open to any vehicle that was either manufactured or assembled in Australia. You do not need to be a club member to display your vehicle. Cars & Coffee format, arrive and leave when you like

Florence Thomson Tour

Victoria

Friday 1st May to

Sunday 3rd May, 2026

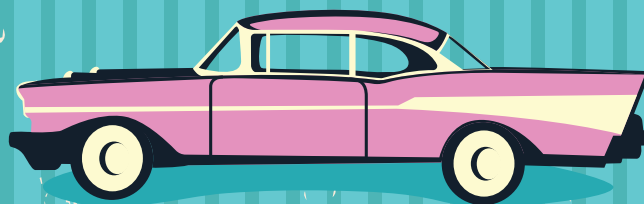
This annual event celebrates the pioneering spirit and contribution of women to Australian motoring; the Florence Thomson Tour was created as an annual event for women drivers.

National Motoring Heritage Day

*Manhattan Hotel, Ringwood and
various country locations*

Sunday 17th May, 2026

The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and to show the community, business and government the strength of the Australian motoring movement.



For more information and updates on events: www.aomc.asn.au

simply adds time and cost, so I am learning to know when to stop.

The new clutch cover, plate and bearing all simply stated they were "Powertune" brand and gave no indication where they were made or any other useful information.

I also replaced the clutch slave cylinder as corrosion was found in the bore, this is not an expensive part, I used the 1" bore version. The fluid line from the clutch master to slave was also replaced with a stainless-steel braided version as I felt it to be better than the plastic line.

Using new clutch cover bolts I confirmed that they did not bottom out in the flywheel, another known issue apparently. The new bell housing fastener kit included the two important 3/8" locating bolts.

I wish I had taken the time to replace the stock insulation above the gearbox with some modern adhesive heat shield material; I did one small area where the stock insulation was missing but really should have done it all.

It took two of us to lift the gearbox and overdrive back in to position and an under-hoist support stand was used on the rear gearbox mounting so it could be wound up or down to aid in replacing bolts, wiring, and the speedometer drive. Replacing all the bell housing nuts and bolts was a very challenging job, so much so that I would consider removing the gearbox and engine as a whole next time; I do know I would certainly look at that option much closer in the future.

Overall, the new clutch is smooth and light, but the take-up point is not significantly different, gear engagement is improved though this is primarily due to cleaning and lubrication of the shift mechanism I believe.

In summary:

A clutch can be replaced at home using a relatively basic tool set and a Haynes manual but, especially for an overdrive gearbox, I would suggest a hoist is near essential.

I do not know if there is a perfect



Gearbox and overdrive ready for reinstallation



Gearbox in place - job done!

combination of new parts. I did as much research as I could but am still not sure I could have assembled a better combination.

I had the benefit of doing the job as a winter project. It would be very challenging to do the job over a weekend.

Ultimately, a clutch can be changed

out at home, so it then comes down to do you want to change a clutch out at home!

Aricle and photos by Darrell Price

Reproduced by kind permission of the Editor, Stag News – magazine of the Triumph Stag Club of the Americas, issue # 124 (summer 2024).

I hate my Nuts!!

I got sick of my nuts! They take up miles of space in half – empty jars, the new ones and old greasy ones were all mixed together and I never knew exactly how many of what I've got. At the last rebuild of the GT 6 I had to waste time making several dashes to the shops buy a handful of nuts and bolts due to unpredicted shortages.

So afterwards, a cold Saturday afternoon in the shed set me thinking. I had some scrap timber; some old welding rods and I actually bought

some 5 mm bar from Onesteel – about \$3/4 metre length. Construction is straightforward – drill holes, stick sticks in, use liquid nails or similar on the sticks or they wobble. Construction time is 2.5 to 3 cans of VB (savoured not slurped!)

See the pix – I now have space for sizes from 1/4 " to 'large' in seven rows - old nuts, new plain, new nyloc, half height nyloc, plain washers and spring washers. A quick visual check shows how many are available for each job. It has a thread test bolt on the end so you can quickly check what size nut you're holding. Of course there are three boards, one each for UNF,

UNC and Metric although quite a few washer sizes are interchangeable.

So the world is at peace again and I'm back in a nut – friendly relationship. Now the bolts come next....!

Bill Revill



TR Specials by Douglas Hansen



TSOA Club Library Guidelines

- A maximum of 3 books or items may be borrowed at any one time, for a maximum of 2 months.
- Books must be returned to the Librarian at monthly general meetings.
- A listing of all library books & materials may be found on the TSOA Vic website.
- Bookings may be made via SMS to Larry Mundell via 0424 122 569, or by email via larrybultaco@hotmail.com
- Borrowers must complete the bookings log on the Librarian's laptop computer & notify the Librarian when books are returned.
- Club members are encouraged to donate items to the Club Library - eg reference books, workshop manuals, car handbooks, magazines, brochures, videos & DVDs etc.
- At monthly meetings the Librarian will bring all books ordered, & a selection of new materials.
- Members are encouraged to suggest purchases of new books & materials.



- All TSOA Library books & materials will be clearly stamped with the club logo & donated materials acknowledged.
- Lost or damaged books must be replaced by the club member.

TSOA Club Librarian

Larry Mundell

11 Melville Drive, Greensborough 3088

Mob: 0424 122 569

Email: larrybultaco@hotmail.com

Members at Ivanhoe Golf Course



Morning Coffees September & October

September

Nineteen members turned up at Ivanhoe Golf Course for great coffee, tea, cake and lots of chatter.

We sang happy Birthday to Keith.

George Coulter

October

Sixteen members ventured out to the Growling Frog Golf Course in Woodstock.

It was a lovely sunny day so I was able to drive with the roof down on the way home. As usual it was great to talk to fellow club members on a number of different topics.

George Stephen

Members at Growling Frog Golf Course



Left: Peter's TR6, Below: Felix and Mei-ge's TR3A, and Below right: Stu's TR7 and Phil and Gail's Lotus Exige.



BUY, SWAP AND SELL

FOR SALE

TR7 race car \$15,000

Mazda RX3 rear diff with full floating hubs. Three piece light weight race wheels 16x10 front and rear.

Custom front and rear bumpers, spoiler and wheel arches. Front rotors with Nissan 4pot callipers. Built for fitting a Dolomite Sprint engine.

Engine and drive train not supplied.

If interested best to call me for further details .

Call Jeffrey on his Mob: 0411249740



TR7

FOR SALE

1978 Triumph TR7 (2L) \$11,800

This car has travelled 48,00km since extensive restoration work was carried out at "Winchelsea Wedgeworks". The engine was fully rebuilt by Chris Swingler (pistons, rings, bearing and valves for unleaded petrol). The carburettors and gearbox were also rebuilt. Extractors, cloth seat inserts and Koni shock absorbers have been fitted. It has a great sliding sunroof, which opens and closes in seconds. Now on club plates, it is a very straight and original car which is lovely to drive.

Call Scott 0423-783-165



FOR SALE

2 x Triumph TR4s Make a reasonable offer

Expressions of interest are invited to purchase 2 x Triumph TR4 cars as a lot.

I have 2 complete Triumph TR4 cars for sale, 1 x RHD, 1 x LHD; both need full restoration.

Vehicle 1: The LHD vehicle is complete and rolling on wires; needs new floor pans (available locally from TCCV member) and sills, and some minor rust spots to be repaired. It has a good motor which turns over easily, a 4 speed non-overdrive box and a 3.7:1 diff.

All hang-on panels are bolted up. Some panels need work to straighten minor bumps. Windscreen is good, needs new seal. Doors have wind up windows installed which work well. A soft top frame is on the car and a vinyl soft-top is there for it. Re-upholstered seats.

Vehicle 2: The RHD vehicle is a rolling body on chassis on wires with solid axle installed. Some repairable front end collision damage. Missing headlight grille panel, but all other panels and doors are there but not bolted up. Windscreen needs new seal. Gearbox is out of the car but complete. Engine is dismantled and most if not all parts are there. Re upholstered seats.

Build up Parts: Lots of parts and components including spare panels, bonnets, a firewall and 'A' pillars, suspension parts, brand new aluminium radiator, LHD dash panel, 2 x spare RHD steering racks, near new set of wires, brand new set of speedster wheels.

I'm not interested in selling parts or panels separately at this time. I prefer to move the vehicles and spares as a complete lot to someone who has the time and space to carry

out the restorations.

Fair and reasonable offers for the entire TR4 collection will be considered. Cars are Located in Camberwell Victoria

Contact Peter Byrnes

0429389878



BUY, SWAP AND SELL

FOR SALE

Triumph Parts.

- Tacho to suit TR 2 to 4A. Good chrome bezels and glass, excellent face. Works correctly. **\$130.**
- Exhaust extractors, professionally made to Racetorations specifications. Hot coated. Very good condition. Will fit any 4 cylinder Sidescreen TR with a high port head. \$350.
- New unused Lucas generator, to suit TR 2 to 4A. **\$140.**
- New unused water pump and pulley, to suit

- TR 2 to 4A. **\$130.**
- Driver side seat, non adjustable, to fit TR 2,3,3A. Bare . Needs painting, but sound condition. **\$100.**
- Lots of suspension bits to suit TR 2 to 4A. Please enquire.
- Four as brand new knock offs, 2 rhs, 2 lhs, to suit wire wheeled TR's. **\$180.**
- TR7 crankshaft, original sized mains and big ends. Looks ok, May need a first under size grind. **\$40.**

All parts in Melbourne.

Enquiries welcome to Ross Mckinnon.

Contact: 0417 524 805.



FOR SALE

TR7 Coupe Project

Price: Negotiable

Complete car, engine not running. It has some rust, appears to be mainly in the front upper headlight cover panel; Sills and floors appeared to be sound. Original interior with wear and tear when he bought it.

This was a passion project for Dad but dementia got in the way. We would love to see someone take on the restoration and achieve what he could not. Located in Apollo Bay.

Please email if interested:

jebirchall@bigpond.com

Justine Birchall

FOR FREE

Wooden Stag Hardtop Stand \$FREE

Free to a good Stag home

Contact: Ray and Jan
jgrwcook@gmail.com
+61 400 350 504



WANTED

TR3 or TR4 fan hub extension and crank bolt

I am looking to reinstate a mechanical plastic fan and I need to find a fan hub extension and crank bolt to suit a TR3. I'm hoping someone still has their original they have removed and are willing to part with it.

Rob Holtham 0405 121 912



WANTED

Looking for an original Spitfire engine.

Hi Team TSOA,

We have our Triumph Spitfire 1963.

Dad (Ken) and Son (Andrew) are looking for the original engine block number **7092HE**.

This may be under dust, nowhere to be found, rebuilt and somewhere or happy in some other car alive and enjoying life!

The car, until the early 80's spent time around Mitcham, Ringwood, Box Hill (Eastern Suburbs)

It's a long stretch, but if anyone has it sitting around, regardless of condition – I would love to chat!

Thanks,

Andrew 0407 886 318.

PS: A massive and special Thank You must go to Ian Cowie and Philip Johnson for helping find our car and bringing it back to life! The original engine would eventually top off Speedy the Spitfire as we keep this special family car!



FOR SALE

Tandem Trailer \$1500

12' x 6' fitted with ramps, hydraulic brakes and winch. Ideal multi-purpose unit set up for smaller cars such Triumph, Healey, MG etc. Demountable wheel rack available. Registered.

Contact:
David Kelly
0439 872 723.



FOR FREE

TR7 original 13" alloy wheels with tyres

(worn), 4 Yokohama A509 205/60/13,
4 Yokohama A048 205/60/13,
4 Goodrich 185/70/13 .

Contact: David Kelly 0439 872 723

\$FREE

CPS: Don't sit on your forms send them to Terry ASAP because they may sit in our PO Box for a week or so.

New process for TSOA club plate scheme ("CPS") – new applications and renewals process

Renewals:

Renewals will be processed, but only under the following guidelines:

1. The vehicle owner **MUST** fill in the Vehicle details – the VicRoads form is an editable form and may be completed by hand or electronically.
 - a. Electronic version: Download, complete and save it on your system/computer, and forward to TSOA's CPS Officer as an attachment to an email: plates@tsoavic.au
 - b. Hard copy: Fill it in and send it by mail P.O. Box 201 Park Orchards. Vic. 3114. **BUT PLEASE include a stamped self-addressed envelope.**
2. Upon receipt he will sign and return the form to the vehicle owner, subject to the vehicle owner being a financial member of the club. If the vehicle owner is not a member (including those members whose membership has lapsed) the form will **NOT** be processed.
3. The member can then submit the signed form to VicRoads using the online renewal portal, by mail or at a customer service centre – if they are operational.
4. This process is in place to protect us all. Please, You **MUST NOT** turn up at the CPS Officer's place of residence and expect to get your forms signed.
5. You can still mail the forms to the

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

VicRoads ONLINE PORTAL

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

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

The link to set up your myVicRoads account is:

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

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

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

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

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

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

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

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

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

Club Permit Scheme Information



YouTube

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

Have you subscribed to our new YouTube channel?

<https://youtube.com/@tsoavic>
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!

BUY, SWAP AND SELL



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



FOR SALE

1962 Triumph Spitfire

Price

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 Mickelburgh

0438 078 609



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

BUY, SWAP AND SELL

FOR SALE

Triumph Spitfire MK IV

POA

Classic design by Giovanni Michelotti - first registered 1971

- Body colour Royal Blue
- 1296cc in-line four cylinder, 4 speed manual with overdrive
- Minilite wheels x4 plus 4x spare original rims
- Hard-top and soft-top
- Very well maintained with Triumph specialist. Parts widely available. Some parts to be included.
- Useful upgrades (eg halogen lights, electric cooling fan)
- Recent major service - work completed on brakes, steering, suspension, engine, electrics, body & interior -
- Extensive paperwork provided with vehicle including owners workshop manual
- Currently on VIC club plates
- Note the odometer is 37,596 miles & not kilometres



- "Merlin" is fun to drive and easy to maintain. Reluctant sale due to health issues

Email Mark: Simmons.MarkJ@gmail.com

FOR SALE

1972 TR6

New Price: \$39,000

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



WANTED

WANTED

1500 engine

I am looking for a 1500 engine from either a Spitfire or a 1500 MG Midget as I believe they are the same engine.

Want to replace my original 1147cc engine.

Call: Tim 0422 935 562

(Please leave a message or email: angiegtv@bigpond.com.au)

WANTED

TR6 Seats.

The ones I am after are from the later Aust /UK? models with the small sliding headrest.

Call: Kevin McCluskey 0490373156

WANTED

GT6 Mk 1 or 2 driver's door glass.

Very good condition preferred but at least better than my sad item.

Call: Andy Long 0490755944,

Email: long68125h@gmail.com

WANTED

Chasing seat frames for either TR5or TR6

Please contact me if anyone knows of one for sale.

Rob Johnson

rob@rojodevelopments.com.au

WANTED

Mk3 GT6 Gearbox (ideally with overdrive) and Spitfire MkIV Hardtop

Call: Marcelo 0426 119 050

WANTED

RHD TR4A steering rack

I am searching for a RHD TR4A steering rack for my car. This rack serves several Triumph models from; TR4A, 5, 250, 6, GT6 and Vitesse Mk2.

I am willing to pay a good price for a rack including delivery if one becomes available, it seems they are now difficult to find here in Australia.

Call Allan Lowe: 0478 414 277,

Email: nallaallan42@gmail.com

BUY, SWAP AND SELL

FOR SALE

TR5

\$76,500

The time has come to offer this very unique car to a new owner. A list of its history and specifications can be supplied on request.

Basically the car was rebuilt to Targa LMS regulations in 2002. Simon Gardiner carried out this work and his engineering skills are testimony to the car's achievements over 23 years.

It is on QLD S plates rego expires 04/26.

I have used a Tilt-a single axle trailer to go to events throughout the States. This is for sale also. There are numerous spares that will go with the car including the original seats, extra Panasport spare wheel. It has just had a new clutch fitted and all oil changes and service done by Greg Tunstall, who knows this car very well.

This is still a very competitive vehicle as is, and can be driven comfortably on the road. However



it could be returned to a very nice everyday road going TR5 without too much work. These

are a rare and desirable model in the TR range.

Contact Brian Falloon 0418793806



FOR SALE

1974 Triumph TR6

Now \$40,000 ONO

She's 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



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

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.
Datsun 240Z finned drums and backing plates



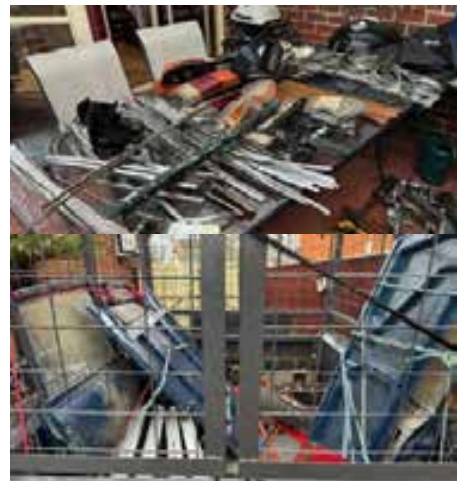
Diffs
3.7, 4.1. 4.1 has chipped tool on crown wheel



Serviceable standard gear box



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



4 doors.
Zero damage or rust

Contact:
Darren Green

+61 499 300 533

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.



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Phone (03) 9386 5331

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



Michael Daley looked immaculate as usual in his very standard TR 3A, complete with pristine white overalls and a shirt and tie. Photo: Bill Revill



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

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www.splattengineering.com.au

