



# ***Traction***

**FEB/MARCH  
2026**

Traction is the monthly journal published by The Triumph Sports Owners Association  
(Victoria) Inc Australia Print Post Publication No. 100004942. Price \$6.00



**10** TSOA Championship 2025  
**14** New Years Breakfast

**20** Drive Your Triumph Day  
**22** British & European Motor Show





Drive Your Triumph Day Photo: Gavin Rowson



British & European Car Show.



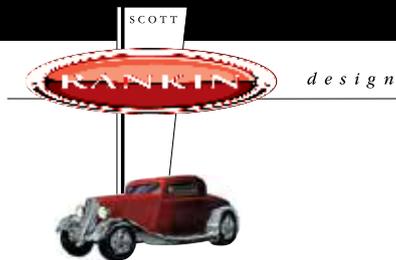
Will Chaney 1979 2500S Wellington New Zealand



British & European Car Show.

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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.

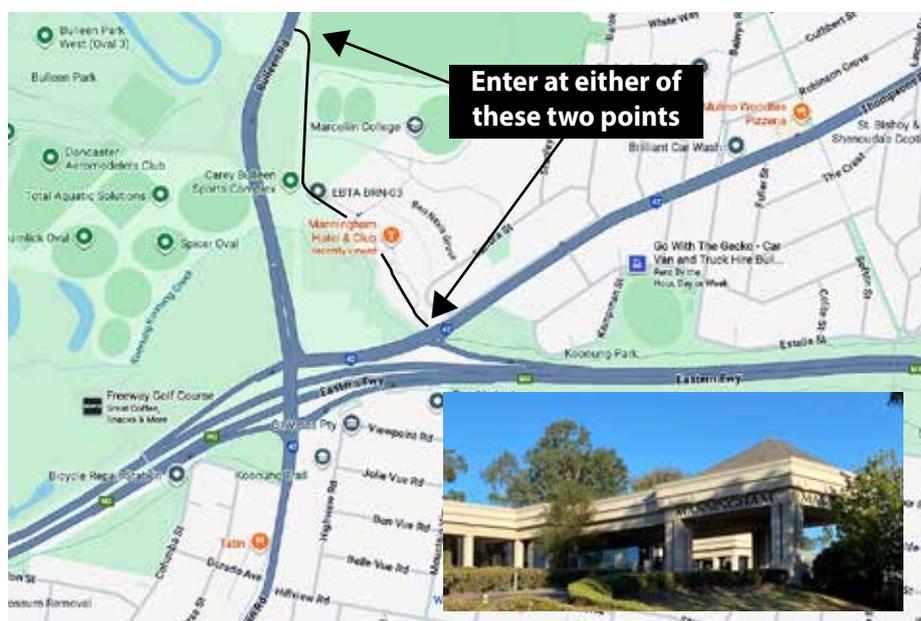
Ample Parking.

**NB: Meeting starts at 7:30pm.**

[www.tsoavic.com.au](http://www.tsoavic.com.au)

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## YEARS OF SERVICE BADGE COLOURS



5 Years	Red/Silver
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20 Years	Black/Silver
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30 Years	Ivory/Silver
35 Years	Silver/Silver
40 Years	Black/Gold
45 Years	Royal/Silver
50 Years	Orange/Silver

## 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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Eddie Duckett (Dec)  
Bob Morrow  
Jim Gallagher  
Graeme White  
Cath Macdonald  
Ray Cook (NSW)  
Phil Webb  
George Stephen  
Philip Johnstone  
Graeme Haymes  
Bruce Shaw (Dec)  
Jan Shaw  
Ron Farrugia  
Robert Splatt  
Lindsay Coleman  
Ursula Weidenmüller  
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### NB: Note new address

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Cover Pics: Top Scott Rankin,  
Bottom left: Gavin Rowson,  
Bottom right: George Stephen

### Traction Deadline Dates

Apr/May	20 Apr 2025
June/July	20 June 2025
Aug/Sept	20 Aug 2025

## EDITOR'S REPORT

Hi all, welcome to my inaugural edition of traction. The first of hopefully many as I follow in our previous Editors Type Gauge, George, who did a stella job reporting all the club action over the past 2 plus years with his usual energy and enthusiasm that he enjoys for all things Car and Car Clubs. Quite the asset to the club. Well done George.

Featured in this Edition the Awards Night and it's recipients, congrates to all winners

Morning Coffees continue to be running hot, with a visit to Poytons Nusery, proving to be popular events.

Lots of other events covered including British & European, Drive your Triumph Day, Australia Day Fish-n-Chips, Christmas Day lunch and more as the Summer - Autumn season continues.

And to keep these reports coming, it is great to recieve articles and contibutions

from all of you, the members, as this is what makes a club magazine, a club magazine.

**Thanks to all those that contributed for this issue!**

[traction@tsoavic.au](mailto:traction@tsoavic.au) Scott Rankin Editor



**Take some SNAPS**  
**Write some words**  
**Get Published**  
**Get points**

(Clubmans that its!!)

**Remember! If you are attending a TSOA event, take some snaps, write some words! Send them in to the Traction email. Get Published!!!**

DATE	EVENT LOCATION	DETAILS AND CONTACT	
Friday 13th March	Phillip Island Penrite 100 Classic Phillip Island Grand Prix Circuit	Keith Atherton	<a href="http://www.vhrr.com.au/events">www.vhrr.com.au/events</a>
Wednesday 25th March	Morning Coffee, Mr Fox Ringwood Golf Course	Keith Atherton	<a href="mailto:events@tsoavic.au">events@tsoavic.au</a>
28 & 29 March	Rob Roy Revival, 375 Clintons rd, Christmas Hills	<a href="http://robroyhillclimb.com.au">robroyhillclimb.com.au</a>	
Sunday 12th April	Noojee Trestle Bridge Drive	Keith Atherton	<a href="mailto:events@tsoavic.au">events@tsoavic.au</a>
Tuesday 14 April GM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 19th April	AOMC Aussie Classic Car Show Manhattan Hotel Canterbury Road Ringwood,	AOMC	<a href="http://www.aomc.asn.au">www.aomc.asn.au</a>
Saturday 3rd May	Beeac Drive, Farmers Arms Hotel	Keith Atherton	<a href="mailto:events@tsoavic.au">events@tsoavic.au</a>
Tuesday 12 May 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	<a href="mailto:events@tsoavic.au">events@tsoavic.au</a>
30 & 31 May	Historic Winton, Winton Motor Raceway	<a href="http://www.historicwinton.org">www.historicwinton.org</a>	
Tuesday 9th June GM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Saturday 15th August	All British Day, Winton Raceway	Kippy 	<a href="mailto:compsec@tsoavic.au">compsec@tsoavic.au</a>
10th - 17th October	2026 National Rally Toowoomba QLD	TSOA Queensland	<a href="http://www.tsoaq.org.au">www.tsoaq.org.au</a>

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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# 2025 Annual Awards Night

## February 10 2026

**Our annual awards night took place at the February General Meeting. Congratulations to all the recipients.**

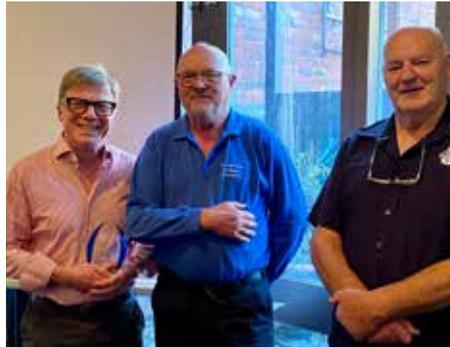
We hold our Annual Awards Night every year at the first General Meeting of the year which is the February GM. In the 1980's we used to hold it at

the December GM and then in the 1990's we held them at an Annual Dinner Dance where we went to the Bentleigh Club.

### Competition Awards



Championship Trophy [ Eddie Duckett Trophy ]  
1st Rob Splatt



Championship Trophy [ Eddie Duckett Trophy ]  
2nd Gordon Bunyan



Championship Trophy [ Eddie Duckett Trophy ]  
3rd Paul Hogan



Bullet Trophy Presented by David Kelly  
1st Rob Boykett



Best Ladies Club Member Award [Coral Coleman Trophy ] presented by Lindsay Coleman to Winner - Ursula Weidenmuller



Regularity. Presented by Michael Kip  
1st Keith Pace



Regularity. Presented by Michael Kip  
Runner Up Barry Pritchard



# 2025 Annual Awards Night

February 10 2026

## Clubman Awards



President's Award, to be awarded at next meeting



Bruce Shaw Clubman of 2025 Presented by Jan Shaw Winner: Keith Atherton



Best new members presented by Ian Cowie  
Joint winners: Maurice and Linda Harper



Outstanding Service Award presented by Ian Cowie, Winner: Michael Kip

## Years of Membership Badge



Larry Mundel accepting his 40 years of Membership Badge, presented by Ian Cowie



George Coulter, Gail Atherton, Keith Atherton, Barry Pritchett accepting his 25 years of Membership Badge, presented by Ian Cowie



Brian and Judy Watson accepting 15 years of Membership Badge, presented by Ian Cowie



Cam Wright accepting 10 years of Membership Badge on behalf of his daughter, Gemma Wright, presented by Ian Cowie

## The Egg



Egg Award Winner 2025 presented by Roger Jeary & Jim Cain, Winner: Ursula Weidenmuller

# MEMBERSHIP SECRETARY'S REPORT

## New Members

Fisher ..... 1978 Red TR7

Paul Noonan.... 1971 Blue Spitfire

Rhys McKimmie

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



## Years of Membership Badges awarded for the year ending 2025

### 60 Years Membership Badge

Roderick Fox 1/01/1966

### 45 Years Membership Badge

Graeme Haymes 1/01/1982

### 40 Years Membership Badge

Larry Mundell 14/11/1985  
Garry Gibson 2/10/1985

### 30 Years Membership Badge

Samuel Yuen 1/03/1996  
Barrie O'Shea 29/03/1996  
Rosemary O'Shea 29/03/1996  
Mr Peter Vucinic 7/04/1996

### 25 Years Membership Badge

Sam Parasol 11/08/2000  
Barry Pritchett 20/09/2000  
George Coulter 4/10/2000  
Keith Atherton 17/12/2000

Gail Atherton 17/12/2000  
Michael Considine 23/01/2001  
Phillip Gibbs 29/01/2001  
Sandra Gibbs 29/01/2001  
Jill Steuart 29/01/2001  
Ed Martland 19/02/2001

### 15 Years Membership Badge

Andrew Pitchford 14/08/2010  
Elliot Birney 31/12/2010  
Laurie Bellingham 8/01/2011  
Allan Lowe 15/04/2011  
Jarrod Falkner 15/04/2011  
Brian Watson 27/06/2011  
Judith Watson 27/06/2011

### 10 Years Membership Badge

Jim McNaughton 30/07/2015  
Gemma Wright 23/08/2015  
David Porter 10/11/2015  
Cindy Robertson 16/11/2015  
Don Robertson 16/11/2015

Warren Davey 28/02/2016  
Bret Ryan 28/02/2016

### 5 Years Membership Badge

Rick McWhirter 17/05/2021  
Peter Maxwell 6/07/2020  
Lee Mickelborough 27/08/2020  
David Bunn 13/10/2020  
Daya Fernando 8/12/2020  
Simon Coates 25/12/2020  
Ben Sano 2/02/2021  
Anthony Lo Po 21/02/2021  
Jason Harrigan 15/03/2021  
Stephen Tuffley 9/04/2021  
John Finn 25/04/2021  
Danute Revill 11/05/2021  
Austin McWhirter 17/05/2021  
Andrew Shanks 25/05/2021  
Simon Hardy 26/05/2021  
Geoff Kelly 16/06/2021  
Ken Pettman 27/06/2021  
Andrew Pettman 27/06/2021

## Members Clubman Points for 2025

NAME	TOTAL
Keith Atherton	38.5
Stu Smith	34.5
George Stephen	34.5
Keith Pace	29
Trevor Norris	26
Michael Kip	25
George Coulter	24
Phil Nicholson	24
Ian Cowie	23
Peter Falkner	23
Roger Jeary	22
Danny Holohan	21
Ursula WeildenMuller	20
Gail Nicholson	19

NAME	TOTAL
Barrie OShea	18
Phil Johnstone	18
Peter Lane	17
Keith Ondarchie	16
Larry Mundell	16
Rob Splatt	15
Barry Pritchett	15
Jim Cain	15
David Kelly	14
Phil Webb	14
Alistair Ondarchie	13
Jenny Webb	13
Peter Green	13
Celia Jeary	12

NAME	TOTAL
Don Robertson	12
Janis Putnins	12
Paul Nicholls	12
Cameron Wright	11.5
Brian Watson	11
Colin Norcott	11
Rob Boykett	11
Marcelo Froes	11
Bill Revill	10
Geoff Atkinson	10
Lindsay Coleman	10
Rose OShea	10
Ineke Kip	9
Lee Norris	9

**8 Points:** Craig McNamara, Doug Robertson, Fay Seeley, Judy Watson, Max Hayes, Simon Hardy

**7 Points:** Maurice Harper, Linda Harper, Don O'Gorman, Liz Haylock, Robert Bernau

**6 Points:** Geoff St John Cox, Shirley St John Cox, David Beardsley, Garry Gibson, Geoff Wilson, Ray Kemp

**5 Points:** Darren Green, Danny Murphy, Greg Pruitt, Jean Coulter, Jeanette Cain,

Josie Farrugia, Phillip Gibbs, Rohan Sharpe, Ron Farrugia, Stan Kollaris, Ed Ferguson

**4 Points:** Cath Macdonald, Diane Putnins, Lindsay Byrne, Margaret Hayes Sandra Gibbs, Scott Rankin

**3 Points:** Gail Atherton, Ian Wilkins, Julie Davidge, Peter Davidge, Ron Richardson, Vicki Brenkovich

**2 Points:** Barry Clark, Felix Hemingway, Hamish Johnstone, Jan Cook, Jennie Lane,

Jill Steuart, Jim McNaughton, Laurie Bellingham, Margaret Ferguson, Margaret Richardson, Mark Hallet, Mae Ge Hemingway, Ray Cook, Ross Steuart, Simon Jackson, Allan Molloy

**1 Point:** Rob Casson, Brad Vermont, David Bunn, Graeme White, Harry Wright, Jan Shaw, Peter Delmondes, Richard Crossland, Rick McWhirter, Ross McKinnon, Seb Vermont, Stephen Smith, Stuart Conway

# COMPETITION SECRETARY'S REPORT

## 2025 Club Championship TSOA Competition 2025 season

Open to everyone who at least drives a Triumph in competition during the year.

A minimum of 3 events during the year.

Sprinting, Regularity or Race events recorded on Natsoft.

Hillclimb, MotorKhana type events are not reflected in this scoring

The 2025 season had 24 members recording a competition result.

Of those, 15 scored the minimum 3 events to qualify for the Club Championship

### For Regularity

Keith Pace 5902 1st, Barry Pritchett 5898 2nd.

You can see how close the results in Regularity were with a possible 6000 points and only 4 points separating 1st and 2nd

### TR7 Bullet Trophy

sponsored by Winchelsea Wedge Works through David Kelly presenting

1st place, Rob Boykett (2752.09), in front of, Mark Campbel (2707.64) and

Geoff Cox (2693.36), which is .4445 of a second 1st to 2nd and Geoff a further .1428 behind. Results were reasonably close!!

### Coral Coleman award.

Ursula Weidenmuller (2519.4), Presented by Life member Lindsay Coleman in memory of Coral Coleman

### TSOA Club Championship

The equation is the difference in time between the fastest lap and 4th fastest lap time with 1 second being 100 points subtracted from a starting position of 1000 points. As Natsoft records to 4 decimal places the times score down to 10 thousand'th of a second. The results this year were exceedingly close with 1st place .2262 of a second over 2nd with 3rd being a further .0729 of a second back. 3rd place in TSOA 2025 championship to Paul Hogan in his Racing GT6 2nd Place is Gordon Bunyan in his Racing Spitfire. 1st place is Rob Splatt in his TR6, AMG, Porsche, Formula 5000. A well deserved winner for the 2025 season

Congratulations to everyone who competed during the 2025 season to make these results so very close

## 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.*

## TSOA MSCA and Racing

### Competition to February 2026 TSOA Competition has started the 2026 season with a bang again..

January 18th saw the Sandown circuit hosting the Sandown Revival Motoring Festival with members competing in Regularity, Barry Pritchett winning that class, Keith and Alana in their Stags keeping the Cobra's and Sportscar class honest. KO took out that racing class also so that's tremendous. MSCA had a run group as part of that 2 day event.

January 31 saw MSCA start their competition season with 160 odd entrants running at Phillip Island with a smattering of Triumphs in a very eclectic big field of Porsche, BMW Mazda etc cars. Ursula Weidenmuller took out 1st of the Regularity group

and a PB by several seconds which is a really nice bonus!!!! Brian Watson in his GT6 did a PB by something like 3 seconds also which is commendable. Must have been some go fast in the drinking water on The Island I'm thinking!!!

This weekend, at time of writing as deadline approaches tonight for me, 120 odd entrants will be running at Sandown Raceway with then a break for the now fully subscribed 2 day event at The Bend race track in April. MSCA is definitely doing something right with events being fully subscribed and waiting lists a month in advance or even earlier.

If I'm able too I shall try a late press addition with result of this weekend at Sandown Feb 22.

MG and Invited saw their 1st round at Sandown with the Victorian Trophy

Tour on the 14th and 15th of February with Keith, Alana, Gordon Bunyan, Shirley and Geoff StJohn Cox making a great show of Triumph in a rabble of MG's. However nicely presented hahahaha!!!!!!

I also would like to extend, my personal sympathies, and on behalf of the TSOA Competition group the deepest of sympathies to Jan Mason for the tragic loss of Mark Campbell. Mark in his Lime Green TR7V8 was a stalwart member of the TSOA in all its facets and will be sorely missed by all.

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 Sprinting Sisters program is launching on 31 January 2026**

**at MSCA Phillip Island sprint.**



The **Sprinting Sisters** program is designed to boost female participation in grassroots motorsport by offering dedicated support for women drivers at MSCA sprint events.

The **Sprinting Sisters** program includes:

- Coaching
- Buddy on the day
- Dedicated garage to share experiences, tips and techniques
- On-hand mechanical/technical support

1. Enter the event – regularity or sprint
2. A buddy will be assigned to you
3. See you trackside!

**Get Involved**

## **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

[www.tsoavic.com.au](http://www.tsoavic.com.au)



# TSOA Championship 2025

Driver	Car	P1 MSCA	Porche Sprint	State Race 1	Pi Classic	March MSCA	March PVC	Winton Historics	Sydney Classic	Sandown	Winton FOS	ATC	M SCA Winton
Keith Pace	BMW	870.19				880.08	836.46			728.51			
Brian Watson	GT6	377.24				903.98	836.54			866.83		950.92	767.11
Mark Campbell	TR7 V8	897.35								834.22		468.32	947.07
Michael Kip	TR7	551.32				844.59						720.36	840.84
Ursula Weidenmuller	TR6	764.56			836.97		917.87						
Jan Mason	Porsche		750.21										
Rob Splatt	Porsche		889.49		778.55	940.01	952.66			957.05		774.82	
Paul Hogan	GT6				984.89			924.15			910.77		
Barry Pritchett	Porsche					948.21				923.47			
Rob Casson	Triumph 2500					867.64	896.82			840.83		634.8	
Shirley Cox	TR7V8					807.51	717.55	572.12		792.61			
David Duncam	TR7 Sprint					901.56	607.91					672.82	
Danny Murphy	TR7V8					910.55							
Ed Ferguson							820.96					887.98	
Brad Vermont	MGF						917.98						
Ian Cowie							915.57						
Geoff Cox	TR7V8			870.47				931.25	891.64				
Gordon Bunyan	Spitfire			961.7				949.65	913.43		915.75	825.71	
Keith Ondarchie	Stag			809.19						816.22	906.54	876.15	
Alana Ondarchie	Stag			941.93									
Phil Nicholson	lotus									957.05			
Rob Boykett	TR7V8									962.36		699.67	837.64
Jess Harper	2500 TC											899.79	
Anthony Denyer	TR3											859.13	460.09
Keith Pace	TR6											711.49	

## Regularity

Keith Pace	TR7	2944				2958				2923			
Ursula Weidenmuller	Triumph 2500	2928											
Barry Pritchett	BMW					1963				2916			
Rob Splatt	TR6					1958							



# Drivers Champion 2025

Driver	Group S The Bend	PI MSCA	Calder MSCA	The Bend	Sandown Historics
Keith Pace					
Brian Watson		844.86	869.94		
Mark Campbell		863.22			
Michael Kip			947.56		
Ursula Weidenmuller					
Jan Mason					
Rob Splatt		779.5		917.79	
Paul Hogan	895.42				
Barry Pritchett			945.85		
Rob Casson		257.01	968.76		
Shirley Cox					767.5
David Duncam		541.26	929.18		
Danny Murphy					
Ed Ferguson					
Brad Vermont			896.04		
Ian Cowie					636.75
Geoff Cox					
Gordon Bunyan					811.85
Keith Ondarchie		877.06			789.24
Alana Ondarchie					664.42
Phil Nicholson					
Rob Boykett			952.09		
Jess Harper					
Anthony Denyer					
Keith Pace					

Driver	Points Total	Place	Points difference	Time difference
Rob Splatt	2849.72	1st		
Gordon Bunyan	2827.1	2nd	22.62	0.2262
Paul Hogan	2819.81	3rd	7.29	0.0729
Barry Pritchett	2817.53	4th	2.28	0.0228
Rob Boykett	2752.09	5th	65.44	0.6544
Rob Casson	2733.22	6th	18.87	0.1887
Brian Watson	2724.84	7th	8.38	0.0838
Mark Campbell	2707.64	8th	17.2	0.172
Geoff Cox	2693.36	9th	14.28	0.1428
Keith Ondarchie	2659.75	10th	33.61	0.3361
Michael Kip	2632.99	11th	26.76	0.2676
Keith Pace	2586.73	12th	46.26	0.4626
Ursula Weidenmuller	2519.4	13th	67.33	0.6733
David Duncam	2503.56	14th	15.84	0.1584
Shirley Cox	2367.62	15th	135.94	1.3594
Brad Vermont	1814.02	16th	553.6	5.536
Ed Ferguson	1708.94	17th	105.08	1.0508
Alana Ondarchie	1606.35	18th	102.59	1.0259
Ian Cowie	1552.32	19th	54.03	0.5403
Anthony Denyer	1319.22	20th	233.1	2.331
Phil Nicholson	957.05	21st	362.17	3.6217
Danny Murphy	910.55	22nd	46.5	0.465
Jess Harper	899.79	23rd	10.76	0.1076
Jan Mason	750.21	24th	149.58	1.4958

Regularity	Points	Place
Keith Pace		
Ursula Weidenmuller		
Barry Pritchett	2982	
Rob Splatt		
Dan Holohan		2944

# Regularity Champion 2025

Regularity	Points	Place
Keith Pace	5902	1st
Barry Pritchett	5898	2nd
Ursula Weidenmuller	2928	3rd
Rob Splatt	1958	4th

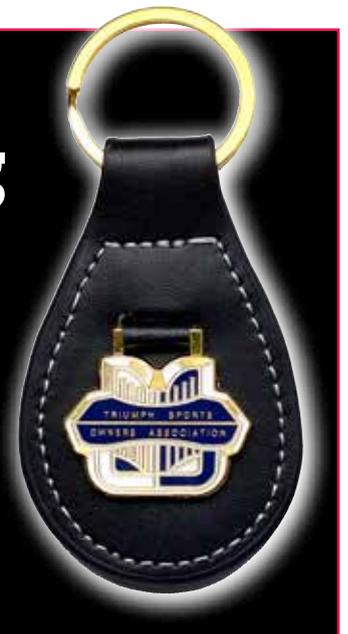


## New Key Ring

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

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

**Cost: \$20.00**



# TSOA Championship 2026

Driver	Car	Sandown Revival	PI MSCA	Sandown Challenge	Sandown MSCA
Keith Ondarchie	Stag	857.23		843.61	
Alana Ondarchie	Stag	860.53		897.92	
Rob Splatt	AMG/Porsche	828.86	932.53		680.7
Barry Pritchett	Porsche	910.15			908.37
Ursula Weidenmuller	TR6		805.56		
Brian Watson	GT6		713.02		570.87
Robert Casson	MK1 2500		804.47		972.57
Emma Alipan	AMG		707.48		871.25
Lara Pitt	Toyota 86		797.99		
Philip Nicholson	Lotus		946.01		955.98
Steven Alipan	Toyota 86		745.05		799.08
Robert Phillips	Lancia		711.66		
Geoff StJohn Cox	TR7V8			863.55	
Shirley StJohn cox	TR7V8			889.76	
Gordon Bunyan	Spitfire			945.31	
Keith Pace	BMW				834.76
David Duncan	TR7				525.39
Dan Holohan	Spitfire				781.48

Regularity	
Ursula Weidenmuller	BMW 2975
Emma Alipan	TR6 1912
Keith Pace	BMW 2899

## Morning Coffee 25 February @ Poyntons Nursery

First coffee morning for the start of the year Held at Poyntons Nursery, Essendon.

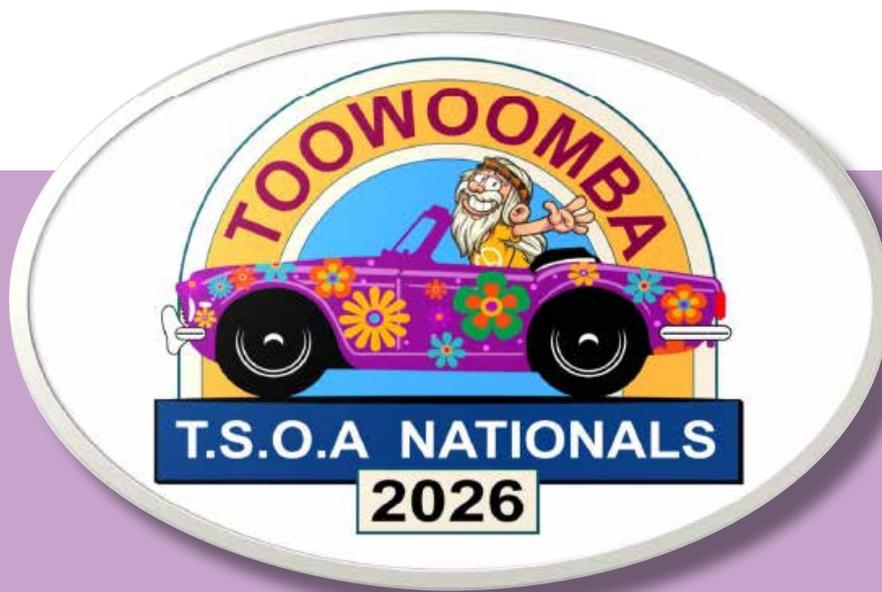
Poyntons Boulevard Cafe is situated high on the hill overlooking the picturesque Maribyrnong River in Essendon. Perfect for Location for the event.

A grand total 23 members, shows great interest for these events.

We were well looked after by Cafe staff.

George Coulter





# 'Flower Power'

**The TSOA of Queensland invites you to join us for the 2026 National Rally in the beautiful garden city of Toowoomba**

**10th - 17th October**



Dear Members.

As you may be aware, Queensland is hosting the 2026 TSOA Nationals, which will be held in the picturesque 'garden city' of Toowoomba, from 10th to the 17th October.

Toowoomba is located approximately 130 k's west of Brisbane, on top of the Great Dividing Range. Given that we will be there at the tail end of the month-long Carnival of Flowers, the theme for our event is 'Flower Power'.

Detailed information about the location and the itinerary is available on the TSOA Queensland web site [www.tsoaq.org.au](http://www.tsoaq.org.au)

To assist with our planning, we are calling for Expressions of Interest. To register your interest, please reply by email to [tsoaq2026nationals@gmail.com](mailto:tsoaq2026nationals@gmail.com) and complete the information.

Please note that an Expression of Interest doesn't guarantee you a position, however it will allow us to communicate with you directly, as soon as **Registrations are open in early 2026.**

Thank you and we look forward to receiving your responses.

**TSOA Queensland Nationals Sub Committee**

**[www.tsoaq.org.au](http://www.tsoaq.org.au)** for further details



# New Years Breakfast Schwerkolt Reserve

To usher in the new year, a "New Years Breakfast" was held on Sunday 4th January at the very picturesque suburban Schwerkolt Reserve, Mitcham

Schwerkolt Cottage is a historic museum complex surrounded by 2.25 hectares of bushland, the perfect setting to host an another very successful TSOA New Years breakfast with thanks to Peter & Jenni Lane for their prep & cooking @ Roger & Celia for all the other general organising.

Photos: George Stephen







# Vale Walter Magilton

2 October 1933 - 21 December 2025

Walter lived a long and richly layered life grounded in curiosity, craftsmanship, and quiet dedication. A long time resident of Warrandyte, he was deeply connected to his community, his family, and his passions for MG cars, painting and teaching.

Walter is survived by his beloved wife Denise; his son Matthew and his wife Imogene, and their twin daughters Isobel and Genevieve; his daughter Jannie, her husband Bruce, and their children Roy and Ali; and his stepdaughter Melissa and her husband Troy, stepson Craig, and stepdaughter Cecelia and her husband Tony.

Lovingly remembered. Deeply missed.

Walter's funeral was held at the Warrandyte Uniting Church, Taroon Avenue, Warrandyte, Wednesday, January 7, 2026.

Article reproduced from  
TSOA - The First 60 Years A History



Walter Magilton at Hurstbridge MGCC motorkana

## Members Articles

### Scarves, Duffle Coates and Desert Boots – Some memories of the early days

In my early days of motoring (BSA, Morris Minor SV, 1937 Morgan), I owned a very smart MG TF for about 3 years. In this I was “King of the Road”, and a very proud one at that.

It was my daily driver. I entered it in many weekend events. It was my car when the MG Car Club started. I was a founding member.

However in those far off days as much as I loved the MG, I wanted to experience other Marques, so I decided to look around for a second hand Triumph TR. I had been very

impressed watching the TR's perform at Fisherman's Bend, and Templestowe Hill Climb.

At the time, late 1950's, TR's of any kind were quite rare, so few came onto the second hand market, and my salary as a young Art teacher didn't entertain a new one.

Eventually I found a White TR 3 that had been bought new in England, driven around Europe and brought to Australia, with import duty advantages!

Around late 1958 some TR owners decided to start a one marque club, so early 1959 the TSOA began. I was one of the founding members, on the committee, and acted as Competition Secretary for some time, and organised a number of events.



Walter Magilton at  
Eltham Motorkana

I have record of winning many awards up until 1964, but some were in non-marque cars, a mini 850 Sports and a Borgward Isobella!

Owning a TR3 (or any other Triumph Sports car) was great. It was strong, reliable, and certainly attracted attention, even if it was from the Boys in Blue.

Long drives on a frosty morning, hood down, side screens on, heater going-life certainly was good. Drives through the Eastern Ranges, picnic lunches, sometimes even in snow. We were really enjoying life.

While the strength and reliability of the early TR's was excellent, it's handling could at times be treacherous. However, one certainly didn't have to spend each Saturday morning tightening up screws, or tuning the SU's, but it was certainly not one for a beginner.

I saw a number of TR's roll-over in competition in my membership days. Examples of Harry Firth at Fisherman's Bend, another beside the Yacht Club at Port Melbourne, and on one terrible day for TSOA, two were inverted at a combined Hill Climb and Motorkhana event at the old Rob Roy venue. One car flipped at the top of Skyline, the other very slowly in the Motorkhana when a front wheel dropped into a hollow. Even without modern roll-over protection, fortunately personal injuries were rare.

In those early days, good meeting rooms and super facilities days we were very fortunate to hold our meetings at AMI in Elizabeth Street, city. The staff were extremely supportive, especially Ron McQuade who was awarded life membership for his services to TSOA members.

We ran lots of events. Treasure Hunts from the club rooms, MotorKhanas, Trials and Rallies, and long distant tours,

and Economy Runs. Some of the events I helped organise would not be smiled at by CAMS today I am sure! But Times have changed.

Anyone for a timed sprint? The road is lonely and there are few cars about. Lets Go!

Some of the Observed Sectioned Trials were courses marked out on any spare bit of ground decided when we came to them, invariably by the roadside. Whack some stakes in, and line up everyone!

Naturally there was some rivalry between clubs. Sometimes rather petty, but we were all intensely proud our TR's. This was the golden era of British Sports cars.

From my greying memory (I am 86), I was responsible for naming and getting started the club magazine with the contribution of all and sundry. *TRactor* was the chosen name and a dreadful pun! TR for the make, *TRactor* for its engine, associated with Ferguson tractors, and *ACTOR* for anyone who shows off, or makes things happen. I cringe!

Eventually I sold the 3 to Kerry Reynolds after painting it BRG, with wide go faster stripes (it was originally White). Kerry put the car to very good use for some time (after removing the stripes!)

I am very glad TSOA started, still exists, and will hope for many years to come. I am sorry the TRIUMPH name is history. One wonders what they were thinking of in England?

**Walter Magilton**  
Clubman Award 1961  
Champion Driver 1961.



Pics: Shirley Cox

## Australia Day Fish-n-Chips January 26

**This year our Australia Day Fish & Chips get together was held for the first time at the Hastings Foreshore Reserve on Westernport Bay.**

This year our Australia Day Fish & Chips get together was held for the first time at the Hastings Foreshore Reserve on Westernport Bay. After some discussion as to a suitable venue the initial check out of the Westernport area was done by Ruth & Colin Norcott who were happy to have a run around the opposite of the peninsula from their home base and came back with the Hastings location as the most suitable to meet our requirements of parking, plenty of space to spread out & a local good quality fish & chip shop. Hastings has at least 3 shops to choose from but my other partner in crime, one Roger Jeary, has a contact in Hastings

who gave us the heads up on the best there. So Roger had a word with the owner & it was arranged that we would as in the past phone our orders through on the day.

Again Trevor Norris was pressganged to set up a google form of the main menu choices which we sent to all the members via a e blast.

A couple of test runs to Hastings to look at a route for the run down resulted in sticking to the KISS principal with a straightforward run from Brandon Park to the Hastings Foreshore Reserve along the Westernport Hwy.

One of the unknowns being the first time to the area was if any major event was planned so a quick call to the local council confirmed that a quiet day in the town was forecast. Obviously, the other classic car drive through and loops of Hastings must have come as

a surprise to any of the council down there. Although this grid locked the main street we had very little trouble getting to the area where we wanted to park and although busy we all found spots for our cars. Roger & Celia Jeary had gone ahead of our main group and secured a great shady area for our lunch spot, with a warm day of around 30C, the shade & welcoming breeze off Westernport Bay made for a very pleasant spot to relax & socialise.

At the appointed time Roger with the assistance of a couple of others walked up to the Main Street and brought back all the orders for a relaxing lunch for the 32 attending.

Another good event location and something to consider for future years if we decide to alternate between both sides of the bay.

**Keith Atherton**

# I Cracked an Egg... and got scrambled

It was the February General Meeting and Trophy Presentation Night where our best and finest are awarded years of membership badges and trophies for their on track skill and contributions to the club.

There is another award which is the the coveted Egg Award. This is presented to a club member for performing a stupid mistake or an embarrassing vehicle breakdown. According to the trophy it was first won by Keith Atherton in 2012 and after that 9 others for some form of memorable act. For the years 2019, 2020 and then again in 2024 no awards were presented.

Prior to the announcement everyone in the room slides a little lower in their seats, which is a pointless exercise because the Committee and those in charge have already made their

decision. A poem, which each time is skillfully penned by Jeanette Cain is read. In this case something about overtaking under a yellow flag. Oh good, it couldn't be me, I wasn't on track during 2025.

Well guess what! It was me ... I was in disbelief! I protested, I wasn't on track during 2025 (I thought). I was reminded it was during the weekend of the Porsche Club 250 Rally, an event I had wiped from my memory for many reasons other than passing under yellow.

What was memorable was way more serious egg worthy acts from other TSOA members. eg. One team with only one man standing at the end of the day, and that was a sedan! And a blue GT6 skidding into the gravel after deciding 3 wheels work better. But it's all in fun, and not serious at all!

**Ursula Weidenmuller**  
Egg Award Winner 2025



Ursula receiving the much coveted TSOA Egg Award

## Christmas Lunch... at the King Lake Pub

A couple of pics from TSOA's run to Kinglake. 48 members & partners joined in for a really great day, perfect weather, nice long run & a good lunch at the Kinglake Hotel.

Keith Atherton



# Drive Your Triumph Day Melbourne - Anglesea Pub



Drive Your Triumph Day is an annual, international event held on February 10th (or nearest weekend) to honor Sir John Black, the former head of Standard-Triumph. Owners are encouraged to drive their classic Triumphs—or take a photo with them—and share their pictures

This event was celebrated here with a drive from Melbourne to the Anglesea

Pub. About 25 cars met at the convoy point, for a 11am departure of perfect weather and a great days touring. A Really good day, taking in a lunch at The Anglesea Hotel. A route which took about 40 minutes and didn't not have any traffic lights. Here are a couple of photos from the run.

Thanks TCCV, TSOA and The Standard club for the day out.



# Vale Mark Campbell

13 February 2026



The TSOA Committee were shocked and saddened to hear about the passing of Mark. He passed away on the 13th of February 2026 after complications from surgery.

Mark joined TSOA in August 2006 with a Triumph TR6. During his membership Mark has been an active member of TSOA, serving on Committee, Sub-committees, 6 Hour Team Manager, 6 Hour Driver and keen MSCA Competitor in his very well known and well prepared bright green TR7V8.

Mark will be sorely missed by all TSOA Members who knew him. We offer our deepest condolences to his wife Jan, family and friends.

Valé Mark, Rest in Peace



# British & European Motor Show Yarra Glen



This terrific show was held on the 15th of February at the Yarra Glen Racecourse. The weather was a fabulously mild summer's day. A great display of Triumphs from Wedges

to Dollies all inclusive. The variety of cars at this event is a "must see" all things British and European .





# 49<sup>th</sup> HISTORIC WINTON<sup>®</sup>

30th and 31st May 2026



[www.historicwinton.org](http://www.historicwinton.org)

Winton Motor Raceway, Benalla, Victoria



Photo: Robert Cutting

**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

# The Alice Anderson Memorial Project

## An extraordinary story



**Alice Anderson was a trailblazing mechanic, businesswoman, and the first woman in Australia to run her own garage. Born in 1897, she challenged the gender norms of the early 20th century by becoming an expert in a male-dominated field.**

In 1919, at just 22 years old, Alice established the Alice Anderson Motor Service in Kew, Victoria. Her business was a comprehensive service for motorists, providing repairs, vehicle sales, and driving lessons. She even employed an all-female team of mechanics and chauffeurs, a revolutionary concept for the time.

Alice's life and work were a testament to her determination, resourcefulness, and skill. She proved that women

could excel in technical trades and paved the way for future generations of female innovators and entrepreneurs. Her pioneering spirit and remarkable achievements continue to inspire, making her a crucial figure in Australia's history and the broader story of women's empowerment.

The Alice Anderson Memorial Project association is on a mission to encourage public art with a statue of Alice Anderson in Kew, Victoria where Alice lived, worked and was buried. They are partnering with the City of Boroondara on this project.

Building a bronze statue of Alice will not only honour a key figure in Australian history and the history of our local area but also celebrate her legacy of empowerment, and innovation.

Fundraising is happening now. More information can be found at: <https://artists.australianculturalfund.org.au/s/project/a2EMn0000YwwbXMAR/alice-anderson-public-art-project-in-kew>

**Article and images sourced from <https://www.thealiceandersonmemorialproject.au/>**



# Motor Sport Magazine Readers' Car Survey

## Triumph TR2 and TR3 April/May 1962

Reproduced with kind permission of Motor Sport Magazine UK and compiled by Bill Revill

### Background:

This is a survey taken amongst predominantly UK readers of Motor Sport Magazine on the user's views of their Triumph TR 2 and TR 3 and published in their April 1962 edition. It provides statistics and comments from owners of their cars when they were a modern vehicle.

The survey does not quote the total numbers of respondents and the language used is sometimes basic, but it is quoted here verbatim from the Magazine.

The survey was published in April 1962, and the manufacturers had a chance to respond in the May 1962 edition. From Motor Sport: "At the Coventry factory of Standard / Triumph we were able to talk to Mr Keith Hopkins, the Standard Triumph P.R.O. (Public Relations Officer) and several of the engineering and sales staff". The Manufacturers response is shown for each topic.

### Service Support

Is service satisfactory? 53% expressed themselves satisfied with the service offered, 17.9% said they were dissatisfied, 18.5% do their own servicing and 11.2% made no comment under this heading. There was a distinct tendency to criticise the spares service, even from those who expressed

satisfaction otherwise. The slowness of service is the main cause for complaint, but a number of readers commented on the high prices of Triumph spares.

**"No - all guarantees servicing and rectification carried out very badly and with bad grace. Spares service very poor."**

**"Spare service unsatisfactory at local triumph agent."**

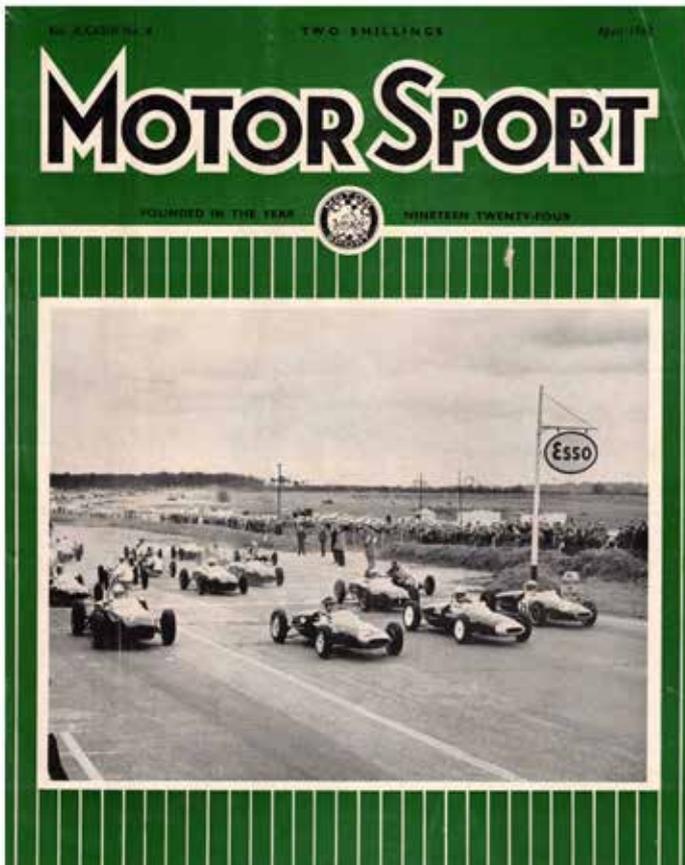
**"No - lack of knowledge on sports cars."**

**"Main standard triumph agents very good, smaller deals not worth bothering with."**

**"Yes, but a month delay in obtaining a door handle"**

### Service Response:

The slowness of the spares service was explained as being related to the sales volume of the TR series. Quite large Standard Triumph dealers probably sell only 10 or a dozen TR's each year, so it would be unduly expensive for an agent to hold a large stock of body spares, for instance, which might never be called into use. However, all spares should be obtainable quickly from the factory.



**RADIO-ACTIVE WEAR DETECTOR IN A FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR**

Striking new tests on BP Energol Visco-static

WHEN BP Energol Visco-static motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on several day-to-day runnings. These new tests have confirmed those made in the laboratory - 80% less engine wear with BP Energol Visco-static compared with conventional oils.

**How the test worked**

Research scientists took an ordinary family car. They fitted it with a radio-active piston ring and four other bits of an indicator, some and concrete made its function. To make conditions rather more than normal, they made every night on the road start. In the engine test, wear was measured - it was 40%. This meant that substantially greater fragments of metal were worn off the running parts - including the radio-active piston ring and three pistons (found in the engine oil).

**The "shocking news"**

At the end of each day's running a sample of the oil was taken and its radio-active wear measured by a special charge counter - the famous clicking rate of atomic research. This shows the amount of metal worn from the piston ring during the day to be measured during running.

After months of using BP Energol Visco-static on the road the test was repeated in the same standard test, but now with BP Energol Visco-static.

**How BP Energol Visco-static saves wear**

Close wear is again shown to be the best because after each mile test. This is well-verified oil. When the engine is not running, metal particles settle on the cylinder walls. These metal particles stick to the piston. It is this which causes engine wear when the engine is started again.

With BP Energol Visco-static you fight this wear in two ways. Firstly the advanced oil prevents metal particles from settling on the cylinder walls. Secondly, BP Energol Visco-static ensures that bearing parts in friction will so that every part of the engine gets proper lubrication from the moment the engine starts.

**Saves petrol too**

Since BP Energol Visco-static is a different, more advanced kind of oil, it brings extra advantages as well as less wear. It saves fuel. It saves oil. It saves money. It saves time. It saves the trouble of changing oil.

**BP Energol Visco-static is for use all the year round**

BP Energol Visco-static is for use all the year round in all climates and regions in good conditions for which both 10W and 15W are equally recommended.

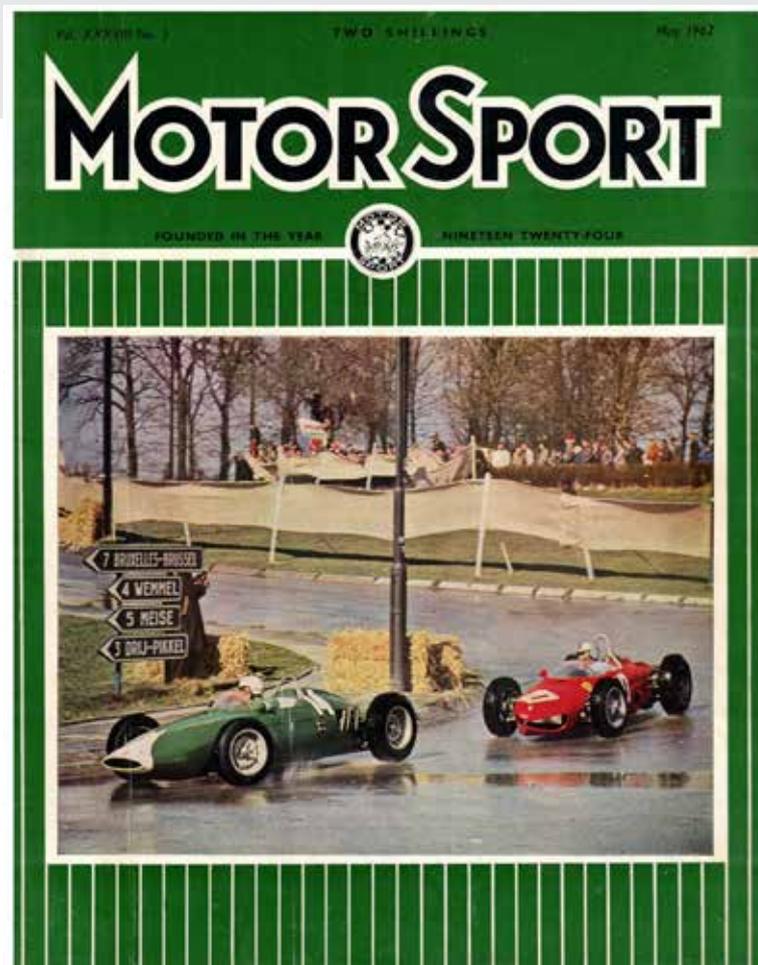
To obtain the best benefits of this remarkable oil you should have your oil changed and make a regular change.

Ask for BP Energol Visco-static - Britain's most advanced motor oil - at your garage where you see the BP Shell.

Radio-Active Scientifically approved BP Energol Visco-static for all other petroleum products.

**BP** VISCO-STATIC IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED





## Gearbox

once again there was general approval of the gearbox apart from a few comments on excessive noise and wine whilst one or two people have found that the lever jumps out of gear sometimes. The most troublesome aspect of the box appears to have been the Overdrive solenoid, 6.7% requiring replacement. This figure could well be higher if taken as a percentage only of cars fitted with the Overdrive, but of course, large numbers of readers did not state whether Overdrive was fitted. Replacement of one or more gears or the complete box was required on 5.3%, the main culprit being first gear.

### Gearbox Response

On the gearbox the Overdrive solenoid is fitted in a position which allows a good deal of water and oil to be thrown over it, but the sealing has been improved on the TR3, and this problem is not considered as a serious one anymore. On the braking system Triumph have found that most of the master cylinder replacements are caused by dirt finding its way into the system because not enough care is taken cleaning away dirt when replenishing the system.

## Brakes

Despite a mixture of drum and disc brakes amongst the TR2's and TR3's, little trouble has been experienced, the only faults worthy of note being master cylinder replacement on 5.3% and oil leakage trouble on 2%. Lining wear varies considerably according to use and as

many of us who replied have raced or rallied their car it is difficult to work out an average. The lowest life mentioned is 12,000 miles but the majority seem to

achieve in excess of 30,000 without difficulty.

## Steering

The only items requiring attention in any quantity appear to be the bushes which have been changed on 4.6% and the idler arm which has been replaced on 3.3%. A few complaints were made about heaviness, but several readers seem to have eased this problem with a molybdenum disulfide based grease. Ball joints accounted for failures on 1.3% One reader being involved in an accident as a result of a broken ball joint

A ball joint broke at 48,000 miles the car overturned was written off by my insurance company I bought back the wreck and have successfully rebuilt it on new a chassis.

### Steering response:

Steering heaviness can often be traced back to lack of regular lubrication causing rapid wear in the bushes is and consequent poor steering. Standard Triumph claim that a probably lubricated suspension system will give reasonably light steering. Broken leaf springs are normally only found on high mileage cars, especially TR 2s and replacement shock absorbers usually come under this category although modified types of dampers are fitted to the TR 4. Suspension

## Suspension

Ignoring the frequent comments of the hard ride given by this model there have been few mechanical failures. Broken leaf springs were incurred by 3.8%, usually at high mileages, while 7.9% replaced shock absorbers, once again, usually at high mileages. A number of readers have replaced the standard dampers with various other makes. Rubber bush replacements were carried out on 5.3% of the survey cars.

## Instruments

The most troublesome instrument on the TR series is the speedometer 27% of which required replacement cables. The rev counter cable was replaced on 7.2% and the water temperature gauge failed on 7.2%. The fuel contents gauge fails on 1.3% of the survey cars.

### Instrument response

Speedometer and Rev counter cables do fail through lack of lubrication, but Standard Triumph feel that many of these cable failures are due to the cable being bent through more than its eight inch minimum radius either in dealer storage bins or by owners.

## Electrical

The most frequent replacement occurred to the Dynamo which was changed on 14.5% whilst the starter motor failed or required overhaul on 7.2%. The dip switch failed on 3.3% and the coil on 2.7%. Battery life varied between two and five years, but few people expressed dissatisfaction. Isolated failures occurred on the distributor, horn, condenser and voltage regulator.

### Electrical Response

In the electrical system the 14.5% of dynamo failures can mainly be put down to an insufficiently strong mounting bolt on the TR 2's which broke and put excessive strain on the bearings. A modified bolt is now in production and will automatically be supplied through the spares system in future. On the subject of general electrical reliability, it was remarked that there has been a tremendous improvement in the quality of electrical accessories in the last two or three years which was clearly reflected in the guaranteed claims.

## Rear Axle

Apart from 6.6% who complained of excessive noise most drivers seem to find the Seahawks clear his rear axle satisfactory. Oil seal failures were found on 7.2% and a similar percentage of half shafts broke or required renewal. Various bearing failures occurred on 16.5%. Universal joint and crown wheel and pinion failures were restricted to a very small percentage.

## Rear Axle Response

Rear axle half shaft and bearing failures on early TR2 models was entirely due to the fact that the modified Mayflower components were not up to the stresses put upon them by sports car drivers and the rear axle was quickly modified.

## Bodywork

The paintwork of both the TR 2 and the TR 3 came in for a great deal of criticism in fairly equal numbers. No less than 39% of owners remarked on fading paint work or excessive rusting. The main areas of rusting are found in the on the wings where the rain is trapped, causing fairly rapidly generation. A number of owners also point out that the floors beneath the passenger seat rust very badly. Water leaks under the body interior I mentioned by 5.3% and rusting of the chromium plating as mentioned by 4.6%. Other body defects referred to include dropping doors, defective door locks and minor rattles.

## Bodywork Response

On the TR 2 and TR 3 models the bodies were made and painted by outside suppliers and although Standard Triumph had a certain amount of control it was impossible to keep such a close check on quality as they would have liked. An improved paint specification was introduced on the TR3, and this has led to a great improvement. As a point of interest, the TR4 bodies are being made and painted at the Standard Triumph factory. An improved nickel chrome plating is being used which it is hoped will give better results than before.

## Other serious defects

Obviously the reputation of the TR series for ruggedness is not exaggerated with few people chose to make any remark under this heading. The only complaint which occurred in any quantity was the short life of the silences, reported by 13%.

The trouble with silences mentioned by 13% is one which has received attention and a modified type with stronger end plates is now being fitted to the TR4 and is being supplied through the spares system. This will be automatically fitted to any TR2's and TR3's requiring a new silencer.





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### Gary King

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ringspeed693@gmail.com

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# TSOA's Club Regalia Log in on the website to order.



Available in Navy & Charcol

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



Available in Navy & Charcol

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Available in Navy & Charcol

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Available in Navy & Royal Blue

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

NB: The pics should our logo imposed on the garments BUT the embroidered logo on the garments looks great!  
To order any of the items go on-line, log on under Members >Products, select >Club Regalia

## Postage (does not include the packaging)

Parcel Post flat rate packaging 5kg and under. Flat rate postage is based on size, not weight.

These prices are for postage within Australia only and **don't include the price of packaging**. Choose from mailing boxes, mailing tubes, tough bags and more. (Prices correct at time of publishing.)

Flat rate packaging	Small	Medium	Large	Extra large
Parcel Post postage only	\$10.60	\$14.50	\$18.25	\$21.95
Express Post	\$14.10	\$18.50	\$22.75	\$29.95



**Polar Beanie**  
\$18.00

Navy • 100% Polyester Polar fleece  
• One size fits most

Available in Navy & Navy with Tan Peak



**Cap**  
\$18.00

Navy & Tan • 100% Brushed Regular Cotton • Synthetic Suede Peak (Top)  
• Structured 6 Panel • Pre-Curved Peak  
• Contrast Embroidered Eyelets

# Stag Wiper Motor Disassembly

Last autumn while driving home after spending the day at the Toronto Triumph Club's British Car Day at Bronte, ON, I encountered a fairly heavy rainstorm..

After stopping to put up the soft top in record time, I continued on my way but immediately discovered that the wipers were moving as if the mechanism was stuck in a pot of molasses. In addition, there was no difference to the speed of the swipe, whether the switch was on normal or high-speed setting.

I hadn't used the wipers in anger for several years prior, as one tends to avoid setting off in inclement weather if at all possible. I do however know a TR6 owner who regularly challenged nature by removing the wiper arms completely from his car and swore he relied solely on Rain-X to dispel rain from the windscreen, although I suspect he kept the wiper arms in the boot, just in case! He is probably a close relative of the chap who swears he never puts up the soft top when it rains but continues driving at a steady pace, sufficient to avoiding getting wet. Yes, I tried that, and it doesn't work, especially when one comes upon a stop sign or a red light.

When going to remove the wiper motor assembly from the car this past winter, I discovered a proverbial *Cuculus canorus* nesting in the engine bay - for those who are ornithologically challenged, the common cuckoo! It wasn't a normal Stag wiper motor assembly (Lucas 75716E) in place but a Lucas 75664F unit as used in the TR6, Spitfire, Triumph 2000/2500/2.5PI, MGB and many other British cars of the day. It is a little smaller than the Stag (and TR7/8) unit and operates a little differently, but when working, still does an adequate job of clearing rain off the windscreen. I diagnosed the problem as a worn set of carbon brushes, which was confirmed when said brushes were inspected.

At some point in the past, perhaps a Stag wiper motor replacement wasn't readily available and the then owner



turned to the TR6 model as the best available replacement, but to fit the wiper rack (Bowden cable) to the new unit, the end of the Stag's cable had to be modified by removing the shoe which engages the plastic slider operating the park switch. On the TR6 model, a cam under the gearwheel operates its parking switch so its Bowden cable attaches directly to the crank lever. The TR6 unit's gearwheel differs in that it is of smaller diameter and provides only 120 degrees of motion, while the original Stag unit swings 130 degrees.

Unfortunately, Triumph did not ask, or possibly could not afford to ask, Lucas to create wiper units especially for left-hand drive cars, so removing the unit from the car is a little more complicated than if fitted to a right-hand drive car, because everything is upside down and access to the bolts holding the cover plate can be



awkward to reach.

To disassemble the wiper motor for brush replacement, general overhaul, regrease, or repair, follow the steps in the ROM.

First, unscrew the two 7/16 in. hex bolts holding the motor strap to the



out the nylon slider (7) which operates the parking switch plunger. Note its position with the deepest part of the channel where the switch plunger sits positioned towards the Bowden cable end (rear of the car). The unit can now be removed to the work bench.

Turn over the wiper motor assembly and remove the gearwheel shaft circlip (8) and washer (9).

Withdraw the gearwheel, noting that there is a thrust washer on the gearwheel spindle and also note the position of the lug to which the crank lever is attached when in the park position.

Clean everything with brake parts cleaner or other solvent, removing all of the solidified grease, but take care that no liquid cleaner comes in contact with the field coils.

The active component of the brake cleaner is Tetrachloroethylene which is non-flammable and fast drying (by evaporation) but is also highly toxic so make sure the work area is well ventilated.

Unscrew the two 5/16 in. hex bolts (the long ones) retaining the motor housing to the wiper gear casting (10). Withdraw the motor housing with its armature windings (11), being careful that the carbon brushes with their springs (12) could fall out of their housing. When restoring the housing, note the alignment mark on the housing with the mark on the gear casing (13). Incorrect alignment may result in the motor working backwards.

Examine the armature worm and gear for excessive wear on the teeth. The armature spindle (14) can be removed for cleaning by pulling it out of the housing gently. It is not mechanically held in place, but the magnetic field does offer some resistance.

Remove the brush holder (15) by loosening the three short Phillips head screws and the rubber grommet protecting the electrical wiring. Brushes should be replaced when they reach half of their original length, or if they appear damaged or unevenly worn, or polluted with grease.

If necessary, remove the switch block's two Phillips screws. Remove the metal

car body (1), followed by the 3/4 in. hex nut (2) which retains the wiper rack (Bowden cable) outer tube to the wiper motor assembly.

Remove the harness plug (2a) from the limit switch, then carefully rotate the unit sufficiently to allow access to remove the bottom cover by undoing the five 1/4 in. hex bolts (3) and removing the crank lever (4) by

pulling off the circlip (5), removing the washer underneath the circlip, and withdrawing the crank lever.

There is a nylon top hat-section bush and a second washer underneath the lever which will likely be stuck together with grease to the underside of the lever.

Lift out the end of the Bowden cable inner with its ferrule and shoe (6). Lift



# MSCA ALL BRITISH DAY

With the support of the following clubs:

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

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



15th August, 2026

For Further details [www.msca.net.au](http://www.msca.net.au)

## ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

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

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

16th August, 2026



plate under the switch block while noting its orientation.

Before re-assembly, carefully grease the worm drive, gear wheel, the spindle and its bearing (14), and the sliding parts with white lithium grease, such as Castrol Spheerol EPL-2 or equivalent, as the original recommended greases in the ROM like Ragsine Listrate and Shell Turbo 41 are no longer available. Do not allow grease to contaminate the carbon brushes or the commutator.

Lightly polish the commutator (16) before reassembly and use compressed air to blow out any dust from the armature windings. Care needs to be taken when inserting the commutator through the brushes. Try to compress two of the brushes part way with one hand in order to get one segment of the armature partly seated and then deal with the third brush separately, taking care not to damage the carbon blocks.

The motor spindle stop screw can be left in place in the gear casing unless a new motor and worm drive spindle is going to be used, or you are going to give the housing a fresh coat of black paint, in which case it can be simply removed and reset with an end float of 0.009-0.012 inch.

Replacing the inner and outer parts of the Bowden cable or servicing the two-wheel boxes is another job entirely, potentially requiring the removal of the instrument panel, glove box and demister ducting. However, Tony Fox assures me that the inner rack cable can be removed just by pulling it from its outer cover and a nicely greased new inner cable can then be reinserted and fed through the two-wheel boxes. When doing so, it may be necessary to slightly rotate each wheel box by hand to facilitate rack engagement - and hopefully, job done!

**Article and photos by Terence McKillen**

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



# 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.



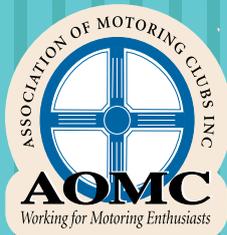
## TSOA Club Librarian

Larry Mundell

11 Melville Drive, Greensborough 3088

Mob: 0424 122 569

Email: larrybultaco@hotmail.com



## Association Of Motoring Clubs Inc. 2025 - 2026 Events

### AOMC Aussie Classic Car Show

**Manhattan Hotel, Ringwood**

**Sunday 19th April 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.

### Florence Thomson Tour

**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**

**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](http://WWW.AOMC.ASN.AU)**



**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](mailto: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](http://tsoavic.com.au) website.

Link to the club permit endorsement form.pdf – Link to the form on [tsoavic.com.au](http://tsoavic.com.au)

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



**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

**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**



## 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](mailto:jebirchall@bigpond.com)

**Justine Birchall**



## 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

**1974 Stag \$30.00 ONO**

Hi everyone, I'm offering my 1974 Stag which I have owned since 1989 it's time for me to reluctantly down size. It has the original engine which has just been refreshed, Borg Warner 35 trans completely overhauled, brand new convertor, Thematic fan with digital temp control, upgraded 12 vane water pump, External oil cooler, No oil leaks, Oil filter converted to suit Z9 filter, Datsun 240 Z half shafts conversion, Solid state fuel pump, 2 pack paint, Blue interior, Central locking, Tinted windows, Reco master cylinders and rear slave cylinder with s/s sleeves, New front and rear flexible brake lines, Bosh relays installed to headlights, Quartz halogen headlights, Anti-theft fuel cut off switch, Tow bar, 2 x car manuals 1 x Haynes & 1 x genuine Stag workshop manual, Hardtop (one person removal) cradle & hoist system, Spare soft top frame, Spare windscreen, Plus many other random Stag spares.

Any questions or would like more photos please don't hesitate to contact me

**Contact: Peter Edwards M:0412 102 029**  
**Email: peter@screensforbikes.com**



## FOR SALE

**1973 LHD near original condition TR6 \$34,500**

Priced at \$34,500 with buyer to obtain RWC. 2.5L straight-six – 43,791 miles (70,000 km) Rebuilt twin Weber DGAS 38/38 carburetors. Dual exhaust system

LHD 4-speed manual with heavy-duty clutch pressure plate

Very straight, crash-free, rust-free body and chassis

Front under bumper spoiler and deep-dish wheel rim trims

Sapphire Blue exterior. Black leather interior

New black soft cloth roof, tonneau cover & carpets (2025)

All gauges, lights, heater & wipers working properly.

Imported from California in 2004 – full documentation included.

Registered in Victoria since 2010

Carefully preserved original risk-free condition

Smooth, strong performance – ready for enjoyable regular driving

Reasonable offers will be considered.

**Contact Phil McDonough 0419361095**



# 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 Mickelborough**

**0438 078 609**



## FOR SALE

**1979 TR7**

**\$20,000. 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

**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**



## 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

**TR7 Road / Track** **\$15,000**

Well known vehicle, formerly P14 from Winchelsea Wedge Works, modified for track days, but retains essential TR7 configuration for road use. Currently under CPS plates. Used extensively at MSCA regularity and sprint events. Upgraded engine, suspension, and brakes.

Comes in a package with a separate rolling chassis with all body panels in good order, complete with 5 speed gearbox, diff, fuel tank, steering, headlight pods, radiator etc.

Extensive parts list including two sets road wheels / tyres, two sets race wheels / tyres (AO48), brand new unused steering rack,



freshly painted 15" replica Mini Lites (4), plus other. Price \$15,000

Also offered 2 Litre Sprint engine currently under rebuild for inclusion by negotiation.

**Brian Watson 1433**

**M:0417378782**

**Email: wattob@bigpond.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 Tilta 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

Race suit RPM, size L, double layer, **\$100**

Excellent condition.

Contact  
David Kelly

**0439 872 723**

## FOR SALE

**1974 Triumph TR6** **Now \$40,000 ONO**

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

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

Contact

Paul Calverley **0407 645 934**  
E paul.calverley@acculecpower.com.au



# 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. **\$180.**
- Four as brand new knock offs, 2 rhs, 2 lhs, to suit wire wheeled TR's. **\$40.**
- 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.**

## 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 or seats for TR5 or 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

#### TR5/6 Injector Pipe Assembly Parts.

I am looking specifically for the 90 Degree Elbow between the injector and flexible hose to injector.

**Call Ian Gordon: 0419 006 092  
Email: ian.a.gordon@bigpond.com**

### 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 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. **\$FREE**

**Contact: David Kelly 0439 872 723**

## FOR FREE

### Wooden Stag Hardtop Stand **\$FREE**

Free to a good Stag home

**Contact:  
Ray and Janjgrwcook@gmail.com  
+61 400 350 504**



# 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



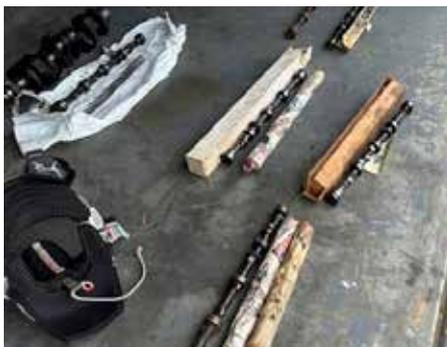
Race tuned distributor



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



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. Knuckled 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



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British and European Car Show  
Photo: Scott Rankin



## 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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