



Traction

APRIL/MAY
2026

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



8 Morning Coffee Reports

10 Rob Roy Revival

16 Noojee Trestle Bridge Drive

20 The passing of a Legend
Bob Tullius





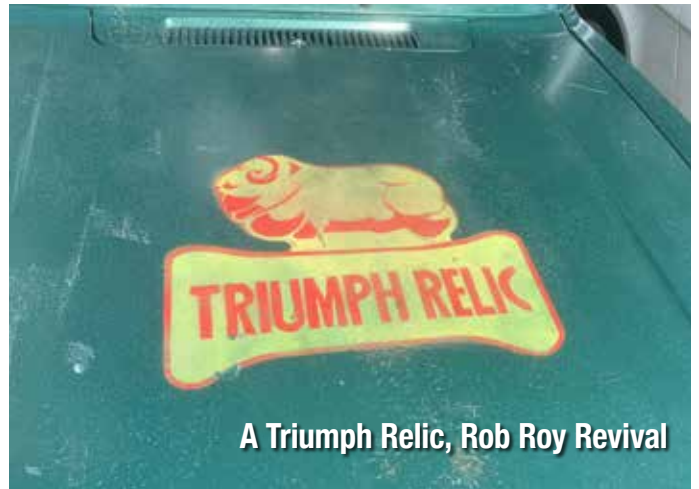
Rob Roy Revival



Noojee Trestle Bridge Run, Photo Keith Atherton



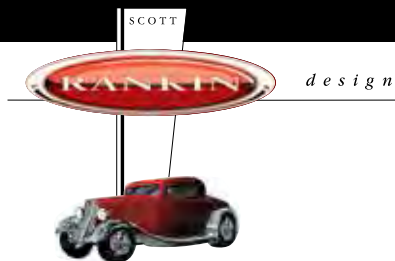
Rob Roy Revival



A Triumph Relic, Rob Roy Revival

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

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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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Philip Johnstone
Graeme Haymes
Bruce Shaw (Dec)
Jan Shaw
Ron Farrugia
Robert Splatt
Lindsay Coleman
Ursula Weidenmüller
Roger Mannett
Alister Ondarchie
Roger Jeary
Keith Atherton

MARQUE REPRESENTATIVES

TR2/3/3A

Michael Heaton m: 0433 948 208
michael@trworkshop.com.au

TR4/4A

Graeme Haymes m: 0417 365 959
g.n.haymes@optusnet.com.au
Peter Vucinic m. 0418 509 023
Phone: 03 5441 2348
pvucinic@netspace.net.au

TR5/6 and 250

Rob Splatt m: 0418 353 561
Phone: 03 9802 6363
robsplatt@splattengineering.com.au

TR7/8

Geoff St.John-Cox m. 0412 361 254
Phone: 03 8838 1922
stjcox@yahoo.com

Philip Johnstone m. 0417 014 636

SPITFIRE

Larry Mundell m. 0424 122 569
larrybultaco@hotmail.com

George Stephen m. 0404 054 028
doqsteph@optusnet.com.au

Peter Vucinic m. 0418 509 023
Phone: 03 5441 2348
pvucinic@netspace.net.au

GT6

Phil Webb 03 5964 2628
stirling_farms@bigpond.com

Roger Jeary m. 0418 357 181
Phone: 03 9762 9628
roger.48@bigpond.com

STAG

Geoff Atkinson 03 9723 5850
geoffatkinson@optusnet.com.au

Cameron Wright m: 0422 009 771
cam.j.wright77@gmail.com

*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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Traction is published by the Triumph Sports Owners Association Victoria Incorporated, (TSOA) Reg. No. A6452. ABN 65 357 716 405. PO Box 201 Park Orchards, Vic 3114 Registered by Australia Post as Print Post Publication No. 100004942.

Contact Us:

Triumph Sports Owners Ass. Inc.
PO Box 201
Park Orchards, Vic 3114

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TSOA GENERAL COMMITTEE

PRESIDENT

Ian Cowie

Email: president@tsoavic.au

VICE PRESIDENT

Rob Splatt

Email: vp@tsoavic.au

SECRETARY

Keith Pace

Email: secretary@tsoavic.au

TREASURER

Peter Lane

Email: treasurer@tsoavic.au

COMPETITION SECRETARY

Michael Kip

Email: compsec@tsoavic.au

MEMBERSHIP SECRETARY

Danny Holohan

Email: members@tsoavic.au

EDITOR

Scott Rankin

Email: traction@tsoavic.au

WEB ADMINISTRATOR

Marcelo Froes

Email: web@tsoavic.au

SOCIAL SECRETARY

Keith Atherton

Email: events@tsoavic.au

EVENT COORDINATORS

Morning Coffee Convener: George Coulter

Email: georgecoulter7@gmail.com

CLUB PERMIT SCHEME CO-ORDINATOR

Trevor Norris

Mobile: 0417 552 896

Email: plates@tsoavic.au

Address: PO Box 201 Park Orchards, 3114

DELEGATES

MOTOR SPORT AUSTRALIA (MSA formerly CAMS)

Phil Nicholson

Email: philnict8@yahoo.com.au



MARQUE SPORTS CAR ASSOCIATION (MSCA)

Michael Kip

Email: michaelkip@iinet.au



ASSOCIATION OF MOTORING CLUBS (AOMC)

Darren Green

Email: torquay7@tpg.com.au



Cover Pics: Top Keith Atherton,
Bottom left: Keith Atherton
Bottom right: Scott Rankin

Traction Deadline Dates

June/July	20 June 2026
Aug/Sept	20 Aug 2026
Oct/Nov/Dec	20 Nov 2026

EDITOR'S REPORT

Hi all, well what do you know, second edition in already, my how dealines flyby!

Lots of activities this edition featuring all the big events such as the Rob Roy Revival. Quite a festival of motoring as the MGCC surpass themselves again this year in the scale of organisation of this event, quite a spectacle, well worth venturing along to.

Still Morning Coffees continue to be running hot, with a visit to Mr Fox, @ Ringwood Golf Course and the Espresso Room, Northcote.

We run a feature article on the Passing of another Legionary Racing Car Driver, Bob Tullius, who had a long association with early TR Racing in American Sports Car Racing.

Thanks for all your contributions, and keep the reports happening .

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	
Tuesday 12 May GM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 17 May	National Motoring Heritage Day Cruden Farm, Cranbourne - Frankston Rd, Langwarrin	Keith Atherton	events@tsoavic.au
Sunday 17 May	Round 4 - MSCA Super Sprint, Winton Raceway	Kippy 	compsec@tsoavic.au
30 & 31 May	Historic Winton, Winton Motor Raceway	www.historicwinton.org	
Tuesday 9 June GM	Manningham Club Hotel, 1 Thompsons Rd Bulleen	Come early for dinner. Meeting begins at 7:30pm	
Sunday 14 June	Round 5 - MSCA Super Sprint, Calder Park	Kippy 	compsec@tsoavic.au
Sunday 21 June	Beeac Drive, Farmers Arms Hotel	Keith Atherton	events@tsoavic.au
Saturday 15 August	MSCA - All British Day, Winton Raceway	Kippy 	compsec@tsoavic.au
Sunday 16 August	Round 6 - MSCA Super Sprint, Winton Raceway	Kippy 	compsec@tsoavic.au
Sunday 20 September	Round 7 - MSCA Super Sprint, Phillip Island	Kippy	compsec@tsoavic.au
10 - 17 October	2026 National Rally Toowoomba QLD	TSOA Queensland	www.tsoaq.org.au
Sunday 18 October	Round 8 - MSCA Super Sprint, Sandown	Kippy	compsec@tsoavic.au
Sunday 1 November	Round 9 & !0 - MSCA Super Sprint, One Raceway	Kippy	compsec@tsoavic.au
6 - 8 November	Gippsland Classic Vehicle Collection, Maffra	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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COMPETITION SECRETARY'S REPORT

TSOA MSCA and Racing Competition to April 25th 2026

Since the writing of the last competition report there have been 4 separate competition events ranging from MSCA at Sandown with 10 TSOA entrants, MG and Invited British racing at Calder with 3 entrants, MG Rob Roy Revival with 8 TSOA entrants at the Rob Roy Hillclimb track and MSCA Vic at The Bend Raceway in South Australia with 3 entrants making the drive across.

So competition has been rather busy although events have been in some cases immediately following another with a long break to others.

If you would like to watch some of the track exploits of our club members then swing past the TSOA YouTube channel to watch 6 separate short videos @ the Rob Roy event, a bit of Calder footage from a MGZR chasing Geoff StJohn Cox in his TR7V8 and some footage from the BMW M2 driven by TSOA Secretary Keith Pace.

Ps When you click on the videos then, if you like them, click on the Like button and perhaps leave a comment. It's easy and quick to tick the Like box and can help the YouTube algorithm push our videos to a wider audience.

The next competition MSCA event is

in 4 weeks @ Winton with, as of now, approximately 6 TSOA entries.

An expressions of Intent form has been sent out, to what could be termed the usual suspects, to 1st raise awareness and to gauge possible / probable Triumph Entries for the All triumph Challenge in August.

We have had to date a very gratifying 23 Responses with intentions for enter the Triumph Challenge on the Saturday being part of the All British Round and of those 16 intending to also compete on the Sunday with MSCA Sprints. We have a Queensland entry and another from the ACT which is absolutely tremendous!!

I, on behalf of the Committee and the Competition Sub Committee, give my sincere thank you to those that have responded to the survey form. Thanks heaps!!!!

If you would like to also receive the Event Registration intent form then by all means send me an email to: compsec@tsoavic.au requesting the form. You can have a look at what we're collectively planning for the ATC weekend

Thank You
Kippy

Michael Kip Competition Secretary

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.



2025 Annual Awards Night Finalised

Clubman Awards The Presidents Award

Our annual awards concluded at the March General Meeting with the presenting of the President's Award, deservingly presented to Don Robertson, who was unable to attend the February Meeting.



Presidents Award 2024 Presented by Ian Cowie, Winner: Don Robertson

TSOA Championship 2026 To Date

Driver	Car	Sandown Revival	PI MSCA	Sandown Challenge	Sandown MSCA	Calder MG Race	Rob Roy Revival	The bend MSCA/PCV
Keith Ondarchie	Stag	857.23		843.61			386	
Alana Ondarchie	Stag	860.53		897.92				
Rob Splatt	AMG/Porsche	828.86	932.53		680.7			916.38
Barry Pritchett	Porsche	910.15			908.37			
Ursula Weidenmuller	TR6		805.56					
Brian Watson	GT6		713.02		570.87		-2	
Robert Casson	MK1 2500		804.47		972.57		261	
Emma Alipan	AMG		707.48		871.25			
Lara Pitt	Toyota 86		797.99					
Philip Nicholson	Lotus		946.01		955.98			902.9
Steven Alipan	Toyota 86		745.05		799.08			
Robert Phillips	Lancia		711.66					
Geoff StJohn Cox	TR7V8			863.55		949.93		
Shirley StJohn cox	TR7V8			889.76		959.46		
Gordon Bunyan	Spitfire			945.31		953.67		
Keith Pace	BMW			762.95	834.76			762.95
David Duncan	TR7				525.39			
Dan Holohan	Spitfire				781.48			
Bryan Young SA	Herald Vitesse						312	
Ian Cowie	TR7V8						181	
Morry harper	Jaguar D type						402	
Linda Harper	Elfin						290	
Marcus Clayton	Herald						663	

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

The Sprinting Sisters program has launched as of 31 January 2026



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

MEMBERSHIP SECRETARY'S REPORT

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

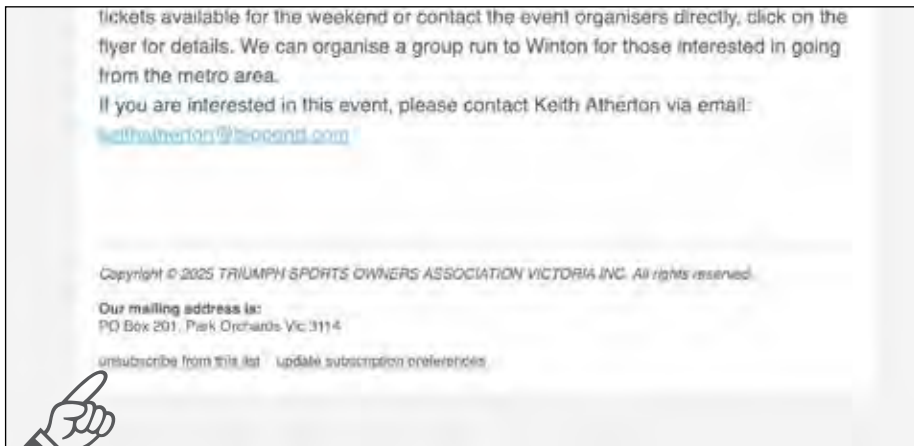


E-Blasts

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

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

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



Don't forget to tick the box...

that asks you to "Opt in to receive emails from TSOA" i.e. to receive our e-blasts as shown in the pic on the left.



From the Archives, TSOA Display 1996 Grand Prix

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



Morning Coffee 25 March @ Mr Fox

Second Morning Coffee for the year was held at Mr Fox.

Very successful coffee morning out at Mr Fox Ringwood Golf Course, 352 Canterbury Road, Ringwood

We think a new record for number of members attending 27, as the Morning Coffee gatherings are proving even more popular.

George Coulter



Morning Coffee 29 April @ Espresso Room

We had 15 attendees at the April Morning Coffee at Espresso Room in Northcote which is great for me as it is a short walk!!

We had two Jensen car club members who attended also and they shamed us by

bringing their club cars, a Jensen Healey and 7.3L Interceptor! Espresso Room gave us very good service and great cakes, from lemon meringue pie, hedgehog, to banana bread, donuts, caramel slice to name a few. Plus the coffee is very good.

Discussions I heard ranged from doing

work on your car, MSCA club racing at The Bend, cost of petrol and diesel, downsizing your home, retirement villages, the size of your garage and automatic garage doors. The morning coffees are always enjoyable.

Story and Photos: George Stephen



STOP PRESS!!!!

April 16 2026



Due to a change in circumstances for some people, we now have room availability for the 2026 Nationals in the garden city of Toowoomba.

If you are interested in attending and would like to know more details about the events for the week, please go here www.tsoaq.org.au

If you would like to register to attend, please email tsoaq2026nationals@gmail.com and we will get the ball rolling.

Further enquiries:

tsoaq2026nationals@gmail.com
or call Peter on 0448 224 778.

'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

To assist with our planning, we are calling for Expressions of Interest.

To register your interest, please reply by email to 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 for further details

Rob Roy Revival

28 & 29 March

The MG Car Club put on a great event, with an “everything Italian” theme and very good weather to suit. TSOA and TCCV were invited to put on a display of Michelotti designed Triumph cars.

We had a good mix of cars on display, ranging from TR8 to Spitfire and GT6 with 2500 sedans and Stags filling in between. Located near the scrutineering shed we had a reasonably constant flow of people past and stopping for a chat. The Gt6 Mk1 and the Stags drew most attention on the day.

Competitors in Triumphs were also prominent, with Stag (Keith Ondarchie), Herald (Marcus Clayton), TR8 (Ian Cowie), Sedan Mk1 (Rob Casson), Vitesse (Brian Young) and GT6 Mk2 (Brian Watson) all competing in their respective classes.

The day had started with low cloud and mist in the valleys around the area, but it quickly changed to a clear blue sky and just a hint of a breeze. The track was good, but dampness on the inside of Turn 2 persisted until after the lunch break, catching a few of the drivers with lighter open wheelers out if they tried too tight a cornering line.

The afternoon runs saw their morning run times cut by at least 3 seconds by most competitors.

A great day to spectate the hill climb, look at the cars in the pits, look at cars in various displays and to stroll around the car parks to find a few gems that has not been put in any of the formal display areas.

Story Phil Webb

Photos Phil Webb & Keith Atherton

Provisional Results

MGCC Website

No.	Driver	Driver	Place Outright	Best Agg.	Best Long	Best Short
111	Robert Casson	Triumph Sedan Mk 1	46	65.03	36.21	28.82
168	Bryan Young	Triumph Vitesse	52	66.38	36.63	29.75
70	Ian Cowie	TR8 Triumph	26	59.85	34.02	25.83
40	Keith Ondarchie	Triumph Stag	38	62.16	34.15	28.01
Regularity Run					Variance Long	Variance Short
631	Marcus Clayton	Triumph Herald	7	4.82	2.68	2.14
442	Brian Watson	Triumph GT6 Mk 2	8	5.05	3.51	1.54





A Taste of Italian Design Rob Roy Revival 2026

This year the theme for the Rob Roy Revival was a celebration of Italian car Design, with a great display of Michelotti's and Pininfarina's finest on display. Interesting to see the similarities in the design lines and influences of Triumphs penned by Michelotti!

So why wouldn't they have Giovanni Michelotti designed Triumphs there?

It was based on this that I had a request from the MG Car Club to provide a group of suitable cars for the classic car display on Sunday 29th March. A quick review of what cars our members had led to a call to the TCCV where I spoke to Andrew Donald their Event Secretary to ask for assistance with getting cars together.

Together, Andrew & I were able to arrange for a 15-car display ranging from Heralds to a TR7 DHC (work to finalise the Wedge convertible was given to Michelotti by Leyland before any one says that the DHC Wedge didn't qualify)

Thanks to Andrew for his help and support to make the Triumph display a great success.

On the day apart from the TR4-5's we covered all the Michelotti cars in the Triumph range. Unfortunately, the 4-5's missed the display for various reasons including my own TR4 Dove which is still in the naughty corner.

The day itself was fantastic, the weather was great, watching all the cars on the hill climb including the 8 TSOA members having a go, the Italian themed displays with some exceeding wonderful cars on display, personally I am still drooling over a particular early '60's Alfa with the food & music & fashion parades adding to the atmosphere.

The MG Car Club is to be congratulated on their organisation of the event and we will definitely be there again next year in some form.

Keith Atherton
Event Secretary





EXTRA EXTRA EXTRA EXTRA

Rob Roy Revival 2026


Member Smashes 30 Second Barrier!

Member 1433 driving a Blue GT6 started the weekend as a novice, on a wet track, with a wicked chicane, posting a very modest 47 seconds. The weather improved, the chicane was removed and times improved but remained in the 30's, but the 30 second barrier beckoned.

The last run of the meet and the 30 second barrier was crashed through!

The official time was, wait for it.....

29.99 seconds.




Some brief news from the UK David Beardsley

Progress on my TR4a rebuild is progressing, if slowly. The winter weather has been dreadful - cold and damp for weeks on end. Now that spring is here, I can continue with the reassembly.

Diary Dates - for anyone visiting the UK this year.

July 10-12th - Triumph Sports Six Club National Weekend at Gaydon. This is the home of the British Motor Heritage Museum (featured in a previous Traction) and on the Sunday will also host the BMC and British Leyland national gathering.

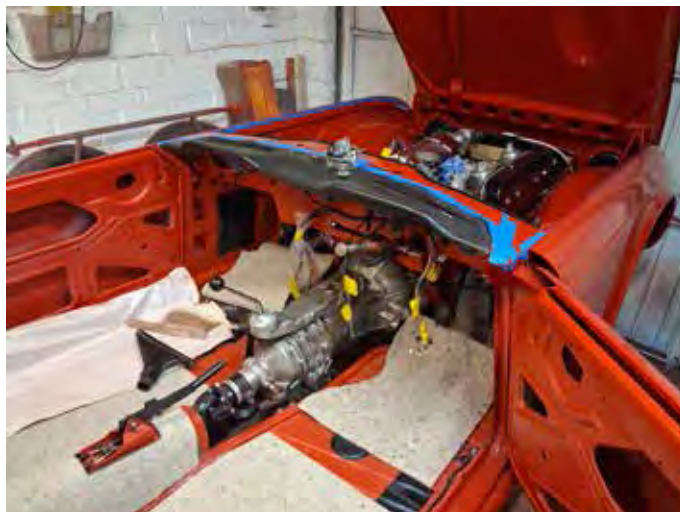
August 14-16th - TR Register at Malvern. This year they have invited 50 other car clubs to attend, hoping to fill out the showground, which is a big venue. In the past, the Saturday has been the main day.

September 13th - All Triumph Day At The Shuttleworth Collection (Aircraft Museum). Several hundred Triumphs of all types, plus access to the museum too.

And just in case, I didn't have enough to do, I've taken on the role of Archivist for the Triumph Sports Six Club. There is a wealth of material, donated to and collected by the Club which we (Jo & I) are starting go catalogue. We have already found some early TSOA Newsletters from the 1950's and believe there could be more.

That's it for now, more to follow.

Story and photos: David Beardsley



RACV Total Care explained



Roadside Assistance ~ Flexibility and Options

Roadside Care	Extra Care	Total Care
<p>1 vehicle</p> <p>\$12.00 per month or \$138 yearly*1</p>	<p>1 vehicle</p> <p>\$19.58 per month or \$229 yearly*1</p>	<p>1-2 vehicles</p> <p>\$27.00 per month or \$318 yearly*1</p>
<p>2 vehicles</p> <p>\$23.50 per month or \$276 yearly*1</p>	<p>2 vehicles</p> <p>\$25.58 per month or \$301 yearly*1</p>	<p>3-5 vehicles</p> <p>\$34.75 per month or \$411 yearly*1</p>
<p>Best for metro drivers:</p> <ul style="list-style-type: none"> ✓ 20km metro towing, or to the nearest attending RACV Service Centre ✓ Up to \$750 for accommodation, rental vehicles and taxi fares if you're more than 100km from home ✓ Up to \$80 for taxi fares and alternative transport if you're within 100km from home ✓ Up to \$200 for a locksmith ✓ Up to 5L of free fuel if you run out (Vic only) ✗ Minor parts allowance ✗ Caravan and trailer assistance ✗ Bike Assist ✗ Wheelchair and Scooter Assist 	<p>Best for those who drive beyond Melbourne into rural and regional areas:</p> <ul style="list-style-type: none"> ✓ 60km metro and regional towing ✓ Up to \$1,400 for accommodation, rental vehicles and taxi fares if you're more than 100km from home ✓ Up to \$240 for taxi fares and alternative transport if you're within 100km from home ✓ Up to \$300 for a locksmith ✓ Up to 5L of free fuel if you run out (Vic only) ✓ \$33 minor parts allowance (Vic only) ✓ Caravan and trailer assistance** ✗ Bike Assist ✗ Wheelchair and Scooter Assist 	<p>Best for longer-distance drivers, owners of 2+ vehicles, trailer or caravan owners:</p> <ul style="list-style-type: none"> ✓ 100km metro and regional towing ✓ Up to \$2,400 for accommodation, rental vehicles and taxi fares if you're more than 100km from home ✓ Up to \$300 for taxi fares and alternative transport if you're within 100km from home ✓ Up to \$350 for a locksmith ✓ Up to 5L of free fuel if you run out (Vic only) ✓ \$33 minor parts allowance (Vic only) ✓ Caravan and trailer assistance** ✓ Bike Assist ✓ Wheelchair and Scooter Assist

RACV has recently updated its Total Care roadside assistance package to offer classic and historic vehicle owners more options.

To clarify the changes, two AOMC representatives attended a round-table briefing at RACV Noble Park, where the revised scheme was explained in detail. A copy of RACV's presentation has been provided and is now available here for members seeking further information.

As of April 2026, RACV Total Care remains a premium roadside assistance package with several key inclusions:

- Towing coverage: Up to 100 km in both metropolitan and regional areas.
- Remote breakdown support: Up to \$2,400 for accommodation, transport, or rental vehicle costs when more than 100 km from home.
- Vehicle eligibility: Covers electric, petrol, diesel vehicles, as well as caravans and trailers.

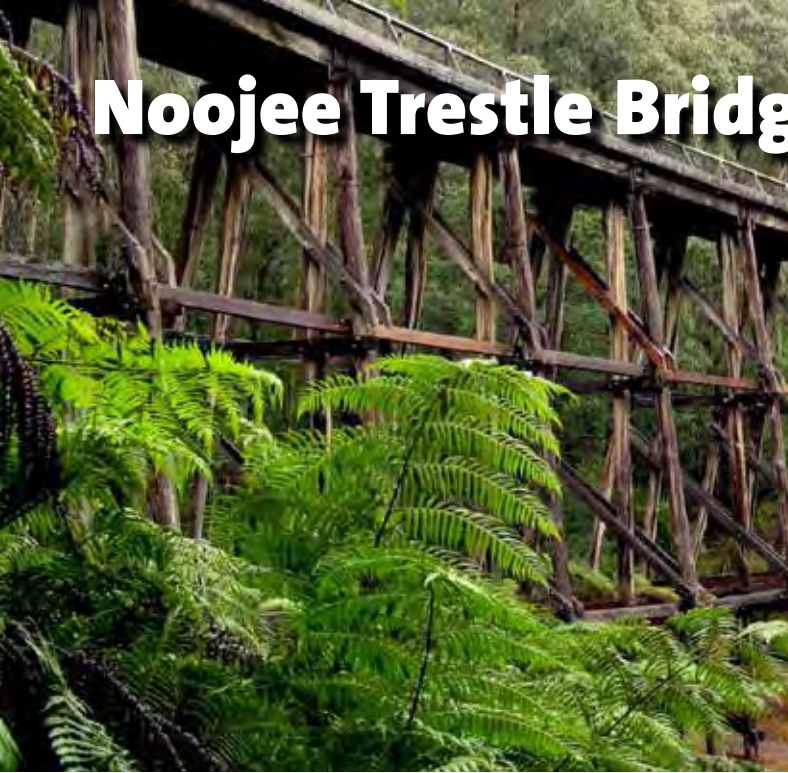
- Multi-vehicle flexibility: Ability to nominate up to five vehicles under one membership, including shared driver access and up to 15 CPS vehicles.
- Additional services: Assistance for flat batteries, tyre issues, and lockouts.

AOMC encourages members to review the updated information carefully to understand how the changes may apply to your vehicles and usage.

The RACV are aware some vehicles marques are not listed on the drop-down list and are working to rectify the issue. Anyone with concerns should phone the RACV Total Care team, who are very helpful.

We hope to have a RACV representative at a future AOMC delegates meeting.

Noojee Trestle Bridge Drive April 12



A run I had been considering for a while was to reprise a visit to the Noojee Trestle Bridge that we did some time ago, read more than 10 years I think.

And as part of my new plan that runs should be more focus on the 4 points of the compass with this being the Eastern Run after going North in December & South on Australia Day. As an aside the Western run is scheduled for Sunday 21st June to Beeac., north of Colac.

Once again ably assisted by Don Robertson, thanks mate,

we did a route check run in late February on our preferred Saturday morning in our Wedges, Don in his yellow TR7/V8 & my red TR7 & when we stopped in Noojee to check the place out we became the centre of attention for others, including a group of mature bikers, all of whom were very interested in the 2 TR7's. also, Don & I were very impressed



with the state of the roads that were remarkably free of potholes.

Following a review of the route we decided that a good starting point would be Tramway Xpresso, a full service café at The Greenery Nursery, Mt Evelyn and the date was fixed for April 12th.

Then things went pear shaped following the current crisis and fuel costs etc. I was initially going to postpone but several conversations with members made me rethink the options so the first step was to send out an e blast canvassing support for the run & the response was great so the day was locked in.

The next issue was the weather for the weekend, cool & wet but apart from a couple of non-starters 25 members were at the start with a few taking the opportunity to grab breakfast as well as a warming coffee before the off. As usual we had a mix of cars made the journey, 6 Triumphs made up of 4 Wedges a TR6 & a STAG plus a Jaguar XJS, a couple of Porches and some daily drivers. The run over the divide was slowed by the wet weather but we all made it to the Trestle Bridge for a photo opportunity & again admiring looks at the cars from the other visitors there. Then onto The Toolshed



View from above on the Trestle Bridge, Photo Stu Smith

Bar for a great lunch before splitting up to return home, some went back the same way we had driven to Noojee, back over the Divide, and a few taking the southern route back home via Drouin.

Another thoroughly enjoyable club run and thanks to all who attended as your participation is a key element in keeping these runs going..

**Story and photos by Keith Atherton
Event & social Secretary.**



49th HISTORIC WINTON[®]

30th and 31st May 2026



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



Association Of Motoring Clubs Inc. 2026 Events

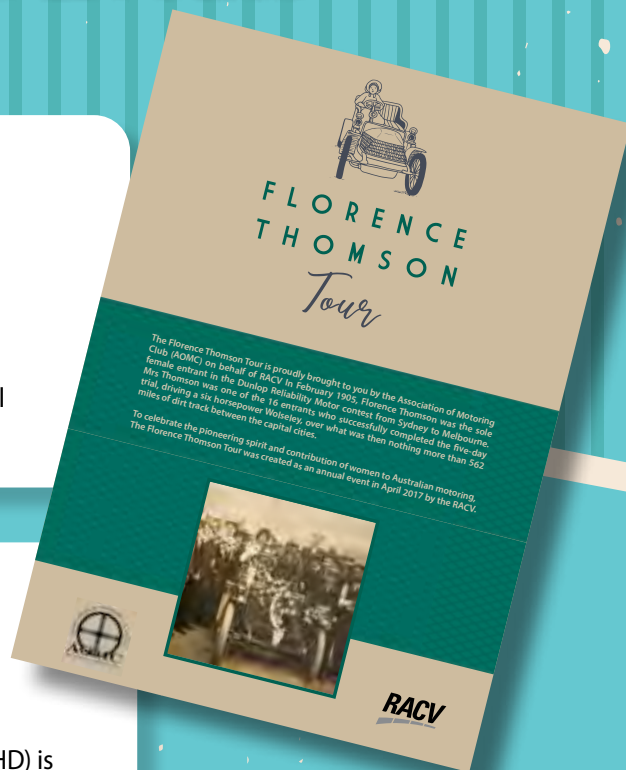
Florence Thomson Tour

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



Legendary Road Racing Driver and Team Owner Bob Tullius Passes

Sadly another past Triumph racer of note has died. The legendary Bob Tullius passed away in the U.S. aged 95 years on the 16 March 2026, in Port Orange, Fla. – only a few miles from Daytona International Speedway which fueled so many of his dreams and achievements.

Triumph sportscar owners world-wide would have heard of his fantastic racing efforts in his TRIUMPHS (TR3, TR4, TR6 TR7 and TR8's) along with Group 44

Early years

Tullius considered a career in teaching after graduating from high school.[1] He served a term in the U.S. Air Force, and while there quarterbacked the Chanute Air Force base football team until a leg injury put an end to his playing.

In 1960, Tullius bought a Triumph TR3 for his wife who rarely drove the car. So Tullius took the TR3 to racing school himself, and won the graduation race, a classic start to a legendary career in racing (Her fault!).

Motorsports career

Tullius' racing career began in earnest in 1961, when in his first four races he finished first or second, and won the points championship. For 1962 Tullius asked Triumph to provide him with a TR4 to race, promising to "beat the

pants off [their] TR4s with [his] TR3" unless they did. Tullius and Ed Diehl built the proffered TR4 into a racer. Tullius placed second in the TR4 in its first race at Lime Rock, but on its next outing at Lake Garnett, the car was totaled. When Triumph refused to replace the car, Tullius and Diehl bought two more wrecked TR4s and built a replacement car using parts from all three.

His decision to pursue motorsports professionally was made in 1963. His supervisor at Kodak forced Tullius to choose between his day job and racing; Tullius opted for racing. He soon became the principal driver for Triumph's North American Competition Director Kas Kastner. In 1963 he also raced in his first 12 Hours of Sebring, and went on to win six SCCA championship races in the factory TR4.



Group 44

In 1965 Tullius established his own racing team, named Group 44 Incorporated, to pursue his chosen vocation while supporting his family. Co-founders included mechanic Brian Fuerstenau and New York advertising executive Dick Gilmartin, both of whom were also race drivers. Gilmartin left Group 44 in 1965.

In 1963 the three future founders were sitting in a motel in Sebring working on a name for their team. Gilmartin took a napkin and wrote "Group" on it for the three of them, the "44" was contributed by Tullius, and finally "Incorporated". Tullius originally asked the SCCA for permission to use the number 1 on his cars because it could be applied with a single line of tape, but was denied. "44" was also taken, so he began using "444", and dropped the third numeral later. At Lime Rock, Tullius' wife cut one of the numerals backwards and, lacking a sheet of contact paper to recut it, cut the second "4" in the same way, so that Tullius raced with a reversed "44". He continued to run cars with some numbers reversed after that.

Group 44 developed a three-pronged approach to their business. They raced their own cars, built racing cars for paying customers, and ran an extensive marketing and sponsoring department for manufacturers and racing teams. The company originally used a color scheme of white with black stripes, but added a green stripe when Quaker State motor oil, a division of Royal Dutch Shell, became a sponsor. This sponsorship lasted for several decades. The cars were not only well prepared, but immaculately presented.

For most of the years it was active, Group 44 was exclusively associated with vehicles from British Leyland, initially fielding Triumph TRs and Spitfires and later campaigning models from MG and Jaguar. When Group 44 entered two Jaguar XJR-5 cars in the 1984 24 Hours of Le Mans, it was the first time a Jaguar had raced at Le Mans in 27 years. When Group 44 cars traveled to an event their cars were displayed at the local British Leyland dealers and the team was promoted through local media. For a time almost all of British Leyland's marketing in the United States went through Group 44.

Group 44 continued to operate until 1990, only shutting down when the last of their sponsorship contracts expired. The team won 14 national SCCA championships and three Trans Am titles. Among the more than 300 race victories there are also 11 successes in IMSA GTP championship races.

Post-racing

Tullius bought the final TR6 and TR8s built by British Leyland when production of those makes of automobiles ceased. Where are these cars today?

References: Wikipedia, www.mshf.com/



Below: Chris Swingler (Right) owned the ex-Playboy TR7 (Left) that came from the Group 44 stable (Centre) when Leyland was about to launch the Triumph TR7 in Australia back in 1978. Chris successfully campaigned the car here for many years, but since of late it has gone back to America.



Reproduction of GT6 'Hot Hatch' Article, November 1989



Swinging Sixes

Triumph's 'hot-hatch' GT6 never lived down the reputation for poor handling it gained with the swing-axle Mk1.

But was the original car that bad – and how much better were the later models?

David Vivian assesses Mk1, Mk2, and Mk3 models, and a modified sprint car.

Photographs: Julian Mackie



The GT6 promises so much. Elegant fastback styling, torquey six-cylinder performance, a cosy and well-trimmed interior – how could such a car not be the answer to every GT enthusiast's prayer?

Yet it's the MGB GT which has made the running, both today and when the cars were new, while the GT6 has been saddled with the tag of the 'Pretty Little Coupé Which Doesn't Handle'.

This is the crux of the GT6 question: whether Triumph ever successfully tamed the crude and wayward swing-axle suspension of the Mk1, and if so, whether they forfeited such advances as they did make with the double-wishbone Mk2, when they went back to swing-axes for the last few months of Mk3 production. What is the truth behind the myths?

To find out, we enlisted David Vivian, road test editor of our sister magazine *Autocar & Motor*, and someone well versed in the art of assessing accur-

ately a car's handling and road-holding at its limits. At our regular test track David was able to sample original examples of Mk1, Mk2, and late Mk3 models, together with a modified Mk2 prepared for sprints and running a 2½-litre, fuel-injected TR6 engine and uprated suspension.

Before handing over to David, a brief bit of background to the GT6, and how it evolved over its seven-year life, is perhaps in order.

The GT6 has its origins in a fastback 'Spitfire GT' concocted in 1963 by stylist Michelotti, and the initial idea was to launch the car in 1964. The extra weight of the GT shell led to a re-think, however, and it was decided to develop the car to take instead the six-cylinder engine of the Vitesse and 2000. In the meantime, the prototype was used as a mould for the manufacture of fastback roof panels for the works race and rally Spitfires.

The final article emerged in October 1966, with its 1998cc engine identical to that used in the 2000,

except for a raised compression ratio and modified manifold; at 95bhp, maximum power was up 5bhp, and was delivered at 5000rpm, with maximum torque of 117.3lb ft coming at 3000rpm.

A new all-synchro gearbox, as developed for the competition Spitfires, was used, there was an uprated final drive, and Laycock overdrive, operable on third and top, was optional. The chassis was as the Spitfire's but for revised spring and damper rates (the latter being softer, in fact), a different diameter front anti-roll bar, and lower-geared (4½ turns lock-to-lock) steering. Brakes were larger, and the standard steel wheels were a little wider. At £985 the GT6 was marginally cheaper than the £1016 MGB GT.

The road-testers soon found the fly in the ointment: lift off on a fast corner, and weight transfer forwards would set the swing-axle swinging and the car would oversteer viciously.

"If the driver makes up his mind how he is going to tackle a particular bend well in advance, then all is well," wrote *Autocar*. "If some emergency arises during cornering which causes him to lift off or change his line suddenly, then the car could get out of hand, particularly on a slippery surface... We found the GT6 very difficult to drive fast tidily... We urge Standard-Triumph to make improvements without delay."

In September 1968 those improvements came, with the introduction of the GT6 Mk2. In place of the Herald-type swing-axle was a clever double-wishbone rear, devised to cut down on the suspension's camber changes and eliminate tuck-under, but at the same time not to involve expensive body and chassis modifications.

Weight transfer forwards would set the swing-axle swinging and the car would oversteer viciously

The transverse leaf spring was retained, but made to act as an upper arm in conjunction with a newly-added lower wishbone. To accommodate variations in driveshaft length, rubber Rotoflex 'doughnuts' were fitted into the driveshafts, the lower wishbones being bowed downwards to allow the Rotoflexes sufficient space. The dampers were out of necessity moved to the wheelarches, and there were revised chassis pick-up points for the radius arms.

Other changes to the Mk2 included the fitment of the TR5 cylinder head, boosting power to 104bhp, and light restyling of the body, which now featured the high-set front bumper first seen on 1967's Spitfire Mk3. Inside there was a new matt-finish wooden dashboard, and face-level ventilation.

The suspension mods were recognised as having transformed the car.

"Before, the GT6 was extremely throttle sensitive... It called for a very determined and skilled technique to corner it fast, and we felt it would be all too easy to get into real trouble in an emergency brake-and-swerve situation. Now the back end feels so much more stable and secure that it is hard to believe that so little has been done," wrote *Autocar*.

For *Motor* it was much the same, and talking of the Mk1's suspension failings, the magazine made a coded remark about how the original car had not racked up against the MGB.

"...some of us felt that this defect made the car unworthy to be grouped with the other medium-cost British production sports cars which have been such a success since the war and contributed greatly to our export sales... but no one need black-ball the GT6 in its Mk2 form..."

Despite this, *Motor* confessed "we were a little disappointed in the roadholding, which we don't regard as outstanding for an all-independent modern sports car".

The final model of GT6 came in October 1970, when the car took on the revised 'square-back'

Reproduction of GT6 'Hot Hatch' Article, November 1989



Left and above: Mk1 at the limit looks highly alarming but it does everything slowly. Below: Cabin is cosy and workmanlike



Left and below: Mk2 feels tauter, grips better and oversteers less. Above: Mk1's engine is visually similar to Mk2's, has more power



styling of the Spitfire Mk4. Mechanically the GT6 Mk3 was as before, and the car received friendly if not startlingly enthusiastic reviews from the press.

By 1972 power had crept down to 95bhp, although some of this fall-off was attributed to differences in measuring technique. The following year, though, in February 1973, came a more fundamental change: the GT6 was given the simple swing-spring rear of the Spitfire Mk4, in place of the double-wishbone system. The new set-up used a stiffer main leaf bolted rigidly to the diff, but with the other leaves free to pivot around their centre mounting.

Only 4218 cars were built to this specification, which also brought with it a brake servo as standard, and tinted glass and fabric seats. Production of the Mk3 ended in November 1973, before the press had been able to test the revised car. A total of 40,926 Triumph GT6s were made – 15,918 Mk1, 12,066 Mk2, and 13,042 Mk3.

Jon Pressnell

**Car: 1967 GT6 Mk1 Approx. value: £5000
Mileage: 59,500 Owner: David Aspinall**

The original GT6 plumbs a fine line between nostalgia and notoriety. When you look at the embellished Rostyle kitsch of the Mk2 and the de-odourised, slightly effeminate shape of Micholetti's final 'Mk3' interpretation, you just know that the simple and brutish Mk1 is the real classic and, for all its flaws, the one that deserves to be remembered longest.

As Jon Pressnell has already explained, the GT6 Mk1 is the one with the handling complex. I felt inclined not to believe a word of it, having already driven to the test track in Clive Spencer's almost painfully pristine Mk3, which also has swing axles at the rear and, apart from soggy steering, appeared to corner reasonably well.

David Aspinall, a salesman of laminated signs by profession, clearly treated the prospect of my driving his immaculate BRG Mk1 with the benign

resignation of a man expecting the worst, and with two more GT6s (both Mk3s) waiting back at home just in case. He also owns a brace of Heralds and has had a Spitfire. I was stupid enough to ask whether his love of the GT6 was the material expression of a deeper desire to own an E-type. David eyed me a little suspiciously. "No," he said after a few seconds, "I like Triumphs".

Climbing behind the spindly wheel of his Mk1, I had definitely taken a small trip back in time. The thinly padded seats with absurdly short backrests were one reminder, the dash-sited ignition lock another (and a vast improvement on the Mk3's, buried way down on the steering column). Otherwise the driving environment was much the same – cosy without being cramped, and quite workmanlike.

Easing the Mk1 away, its deep-chested flexibility was immediately obvious; the big six pulled cleanly and lustily, if not especially smoothly or quietly, from



Right and above: Mk3 is surprisingly well balanced despite swing axles. Below: Cabin hasn't changed much but the seats are better



Right and below: Mk2 sprint special combined crisp responses with great grip. Above: Mildly tweaked TR5 hump – 160bhp performance...



very low revs. Here was a car, after all, that in its prime would have put away the 30-50mph fourth gear haul in just 6.7sec. Few of today's brat-pack hot hatches could match that.

Mind you, they wouldn't need to if the object was merely to see off the Triumph on a demanding twisty back road. Through our test track's tortuous handling circuit, the Mk1 was all over the place, the automotive equivalent of a twig-legged Bambi first time out on the frozen pond.

Driven with the verve appropriate for a sports car and judged by late eighties standards, the Mk1 was simply diabolical, with feeble grip and a cornering balance so sensitive to throttle opening that, at times, the inert, low-geared steering seemed almost superfluous. Not only was the strong initial understeer curbed by lifting off the throttle but transformed into a spectacularly sweeping tail slide, the rear wheels performing an extraordinary pincer action

beneath the car as the more lightly laden swing axle tucked under.

Gratuitous oversteer was also available with power, though. In this case, the angle of drift was self-regulating as the inside rear wheel picked up.

But if all this sounds dangerous, it wasn't: the sliding and wheel-cocking happened at such relatively low speeds and so progressively that there was never a chance of the Triumph getting away. And at a more modest pace on the road, the car merely felt a bit sloppy. David's own approach to driving the Mk1 was clearly the most sensible: "I feel it handles nicely, but then I don't push it to the limit..."

Car: 1971 GT6 Mk2 **Approx. value: £2500**
Mileage: 51,000 **Owner: Michael Twitchen**
 After witnessing the Mk1's almost shocking lack of grace under pressure, dentist Michael wasn't exactly flashing the 'ivories' as he watched me strap into his

mustard yellow Mk2. To be honest, I hadn't been swept to the very brink of containable ecstasy, either. I knew that the Mk2 was the GT6 that addressed its predecessor's problems, but they had been so considerable, I couldn't help wondering what lay in store here.

The Mk2's additional bonnet louvres, chrome ornaments and tacky Rostyles didn't help my apprehension; boy-racer affectations are always bad news, but when they've been perpetrated by the manufacturer I wonder what they have to hide.

In the event, however, Michael's Mk2 was full of surprises. Biggest surprise of all was that he'd paid just £2500 for it. All right, so it wasn't a patch on Clive Spencer's virtually 'as new' Mk3 valued at £8000, but it had an especially smooth and strong engine, very little rust and, with the exception of a slightly soft clutch, felt fighting fit.

Michael figured that the Mk2's double wishbone

TSOA, Victoria – All Triumph Challenge

Winton Victoria, 15 – 16 August 2026

Greetings all,

Time again to consider participation in this popular annual event over the period 15 – 16 August

2026 at Winton Raceway in Victoria. Organised by TSOA Victoria this annual event has been running on a recurring annual basis since 2018.

Following highlights as received from Michael Kip (Kippy), Competitions Secretary for TSOA, Vic.

As you may be aware the Triumph Challenge has been run successfully, with Covid interruption, since 2018. It has been such a successful concept that MSCA Victoria ran an All British Round incorporating the Triumph Challenge group as well as Jaguar, MG's etc.

The interest amongst the other Marque clubs has skyrocketed for both the competition element but also with the Social component with Show and Shine displays, Lunchtime Parade laps also.

This year the All British Round is limited to 100 entries split into 5 run groups of 20 entrants each.

I know we all say that you should consider entry early for the competition but this year is especially relevant as 1st in best dressed and if Triumph doesn't have a full group reasonably early, spaces will be filled by darkside MG's etc.

Test and tune if you want more track time

Friday August 14th

All British Round

Saturday August 15th

MSCA Sprints

Sunday August 16th

- A dinner will be organised at a local venue Friday August 14th for Triumph people et al to be advised
- An All British Round dinner has been booked at the Benalla Bowls Club for provisionally 130 people with presentation of various trophies etc
- A dinner will be organised at a local venue Sunday August 16th for Triumph et al to be advised

Thanks and I do hope to see you all in August.

:) Kippy.



Wedge display 2025 Pic by Vattrack



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

ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

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



16th August, 2026

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.





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Available in Navy & Charcol

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



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Available in Navy & Navy with Tan Peak



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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

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Express Post	\$14.10	\$18.50	\$22.75	\$29.95

Replacing the Stag oil pan gasket

The oil pan (sump) gasket on my Stag was replaced in 2015 when the engine was out of the car undergoing a complete rebuild...

The gasket should have lasted a good deal longer before necessary replacement but in early 2022 when I was replacing the right hand cylinder head because of a coolant leak from the internal passageway via a couple of the intake manifold bolt holes that had been extended too far during a helicoil insert process by the machine shop, we had to remove the front cover to reset one of the timing chain tensioners which had 'frozen' after removal from the camshaft, and of course, the front edge of the oil pan gasket got torn in the process. Despite placing a bead of silicone sealant on the bottom of the front cover, an oil-tight seal with the pan was not achieved, and I went through two summer driving seasons with a minor but persistent, and of course, annoying oil drip. It didn't add significantly to oil consumption, but it was an embarrassment whenever parking in front of other people – look, you have oil dripping was a common refrain

Replacing the oil pan gasket when the engine is out of the car is as easy as pie, as it is on most other Triumphs even when done in situ, but of course, such tasks on a Stag are much more painstaking. I had deferred tackling the job for over a year due to deteriorating movement in my left shoulder and as I am awaiting upcoming surgery to replace my LHS glenoid fossa and humeral head – sounds a bit mechanical – Tony Fox and his son Darren kindly offered to assist in the process. Tony and I lent one arm each, both right hands, while Darren did the lion's share of the work.

Checking the TSCoA Forum and the SOC Forum didn't really produce any helpful hints on how to tackle the job other than it is a fairly easy job, except for access to some of the bolts or it is a complete pain in the



Remove the front section of the LHS exhaust pipe

proverbial. So, I figured I would record the process step-by-step to ensure we had a pictorial record to refer to in conjunction with the ROM

Following the Repair Operations Manual (12.60.44), the first task after placing the car on the hoist was to drain the engine oil, raise the front end of the car on axle stands placed under the outriggers to the rear of the front wheels and remove the front wheels. According to Leyland Cars –

Service & Parts Division's Stag Repair Operation Times Manual (AKM 3637, Jan. 1977) removing and refitting the oil sump should take 3.8 billable hours. Excluding coffee breaks, chit chat, and lunch (no wine or beer), we completed the job in 4.25 hours – not bad for two one-armed geezers and a lad!

The left hand front section of the exhaust pipe was removed from the manifold back to the first clamp joint to provide room for the cross-member



Darren disconnects the LHS radius rods from the lower wishbones and the lower wishbones from the cross-member and pushes them aside



The brake pipe is unclipped from its nylon clips on the cross-member. Be sure to disconnect any other auxiliary wiring that may be running across the top or back of the cross-member

to ultimately be dropped down. The ROM recommends disconnecting the anti-roll bar links from the anti-roll bar, but we found that to be unnecessary.

The radius rods were then disconnected from the lower wishbones and the lower wishbones were disconnected from the cross-member and pushed aside.

Next, the steering rack was disconnected from the cross-member

and allowed to drop slightly. The brake pipe was unclipped from its nylon clips on the cross-member. Be sure to disconnect any other auxiliary wiring that may be running across the top or back of the cross-member – no OEM wiring would be present, but you never know what a previous owner(s) may have done.

The cross-member is now ready to be removed – four bolts each side with plates on top of the chassis-member.

Some of these bolts can be difficult to access but are manageable. Access is now available to remove the bolts from the oil pan, as well as the two brackets attaching it to the front of the rear engine plate, after which it can then be removed by gently easing the front away from the front cover and the rear clear of the rear engine plate.

Reassembly is basically the reverse of disassembly, but there are a few pointers worth considering.

Prior to applying the gasket, ensure both surfaces are clean and apply some Permatex® Aviation Form-A-Gasket Sealant Liquid to both sides of the gasket which will hold it in place when offering the sump back into position. Don't forget that the two nuts go on opposite sides of the oil pan just above the cross-member. Some people take the opportunity to replace the OEM spring washers on the oil pan bolts with Nord-Lock washers, as they are better at preventing the bolts from vibrating loose. Otherwise, it is worthwhile checking the torque on the oil pan bolts at least once a year.

You can buy the replacement washers directly from Nord-Lock Washers or from Amazon.com, among other suppliers.

When refitting the cross-member, remember the plates go behind the bolt heads and the two chamfered plates go inboard to accommodate the chassis radii. When recoupling the radius rods to the lower wishbones, DO NOT tighten at this stage, nor when refitting the bolts from the rear of the lower wishbones to the cross-member.

Refit the wheels at this point and lower the car from the axle stands to terra firma before refitting the steering rack to the cross-member. Only then should the nuts and bolts on the radius rods, lower wishbone and steering rack be tightened to the appropriate torque settings.

After refitting the anti-roll bar links, the penultimate item to be refitted is the exhaust down pipe, followed by adding fresh engine oil. Job done. Thank you, Darren and Tony!

Article and photos by Terence McKillen

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The steering rack is disconnected from the cross-member and allowed to drop slightly while the cross-member is removed. We found that lowering the cross-member on one side provided sufficient room to drop the oil pan

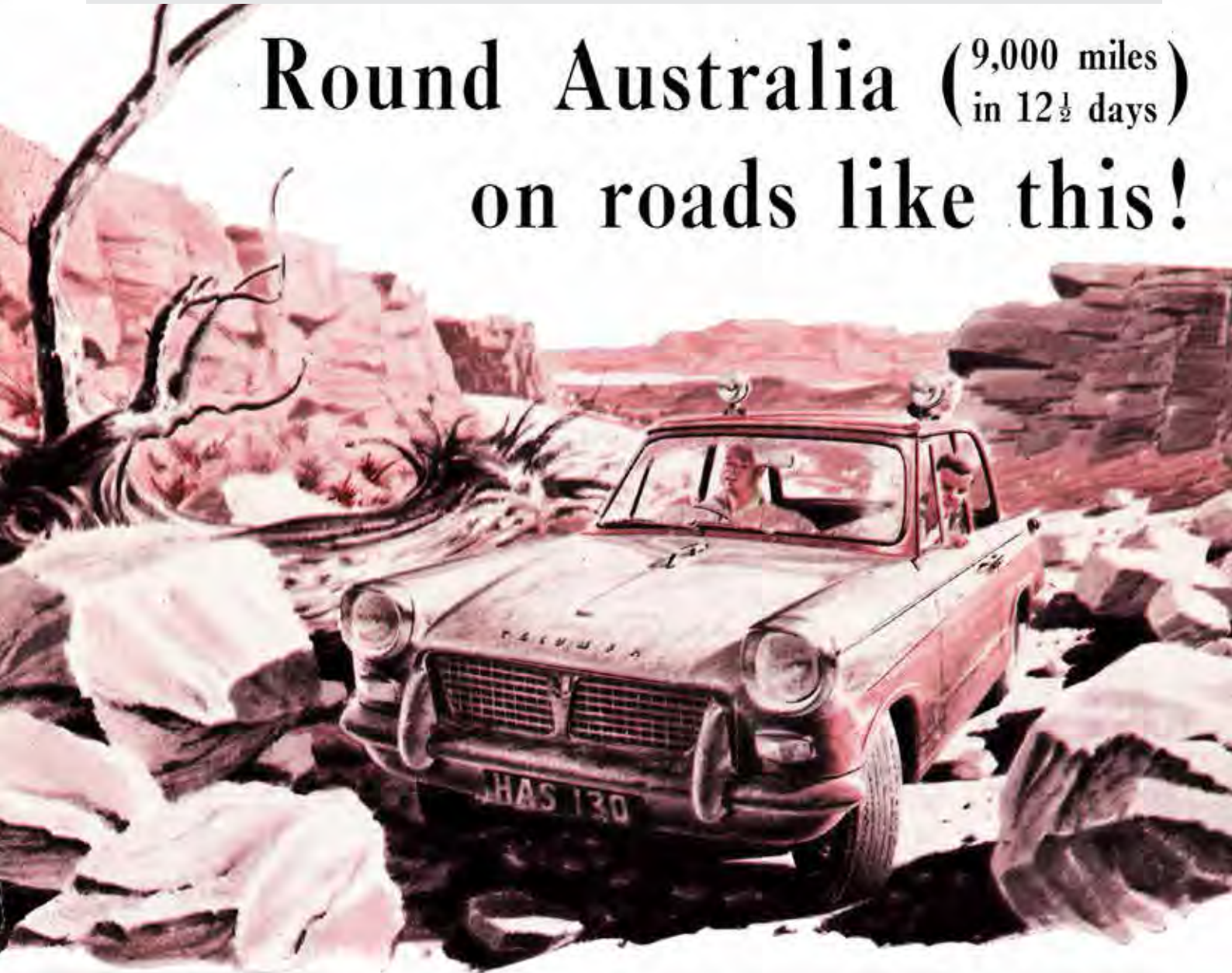


Remove the bolts and two nuts from the oil pan, as well as the bracket on each side attaching it to the front of the rear engine plate. These brackets were not on early Stags nor on 4-speed transmission cars



Advertisements of Yesteryear

Round Australia (9,000 miles) in 12½ days on roads like this!



At one stage, it took 14 hours to travel 40 miles.

"The roughest road in Western Australia"—that's the claim for the 40 miles of sand, rock outcrops and boulders, loosely linked by potholes and creek crossings that stretches to Texas, a cattle station in the Kimberleys.

"But that was only part of just about the toughest test possible for a car. Near Port Hedland, the track had been so badly cut up by trucks that many were hopelessly bogged in sand and others were abandoned with broken springs and mechanical trouble."

These were typical of the incredible conditions encountered during a gruelling 8,965 miles Round-Australia run completed by the new Triumph Herald—loaded with 56 gallons of petrol, spare oil, water, food, and the co-drivers' combined weight of 27 stone. At one stage, it took 14 hours to travel 40 miles. Drivers John Thornton and Evan Green, veterans of Round-Australia car runs, were emphatic that they had never known motoring conditions so bad:

In a production model on which the only alterations were the fitting of extra fuel tanks, lie-back passenger's seat and twin roof-top spot lamps, they covered an average of 717 miles a day at a speed of 48 m.p.h. with an average fuel consumption of 35 m.p.g.

Heat was another problem. At Turkey Creek the temperature reached 140 degrees, while between Liesadell and Texas, the drivers cooled off in the crocodile-infested Bow River. Said John Thornton, "Though

we were completely dehydrated, the engine behaved perfectly with no sign of overheating."

Cars of the Standard-Triumph group are world-famous—and world-tested. Their dependability and performance are legendary among motorists everywhere, backed by gruelling tests in every country in which they are sold.

Standard-Triumph cars have earned a reputation for reliability in Australia AND ALL OVER THE WORLD

STANDARD



TRIUMPH



STANDARD-TRIUMPH GROUP, COVENTRY, ENGLAND



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



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 asomeone take on the restoration and achieve what he could not. Located in Apollo Bay.

Please email if interested:
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 **\$30,000 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, \$30
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

1978 TRIUMPH TR7 V8

\$47,500

Car originally built for Targa Tasmania 1989 by Paris Performance of Melbourne with a Rover 4.6Ltr. Purchased by Doug Webb 2002 & totally rebuilt with Watts link rear end, adjustable front, big vented 325mm disc fronts, solid rear discs, LSD.

Competed numerous tarmac rallies always in the top 10, after Classic Adelaide 2008 and then onto Super Sprints MSCA thereafter 2009 – won over 3500cc classic class 2009 & continued with improvements until 2017 when the Rover V8 failed.

A five year rebuild followed with a new 5.7Ltr alloy engine, 6 speed manual Tremec box, beefed up rear end, with heavier LSD, new fuel system, major rewire, strengthened chassis, sunroof removed, repainted. GM Motorsport developed the engine to 303Kw @ 6300rpm at the wheels with bags of torque from as low as 2300rpm.

This is a beautifully prepared classic track car much loved with many trophies and with run-in miles only on the engine. This the right time to buy – everything is new! This is an over \$150k classic race car that you can buy for less than a third of what it cost to build

Contact Ed on 0407 661 905



FOR SALE

1965 Triumph Tr4A

\$37,000

Description: British Racing Green with independent rear suspension as fitted to all Australian Tr4a's, 2.2 Litre inline 4-cylinder engine, 4 speed gearbox with overdrive on 3rd & 4th, rack & pinion steering & wire wheels. Specification upgrades include rear telescopic shock absorbers, front & rear sway bars, power assisted brakes & thermatic fan. A twin stainless steel exhaust system has also recently been fitted. The white piped black interior presents well and is protected from the elements by a near new unmarked tonneau cover, fabric soft top & bikini cover for stowage. Mechanically in sound condition, the gearbox & overdrive operate without fault and combine with the with the 2.2 L in line 4 cylinder engine to provide the true British roadster experience. Some spares are also included. Currently on club registration, a roadworthy certificate will be supplied. Price \$37,000 Negotiable

Contact Rob Bradley 0431964544

robjan5@TPG.com.au



BUY, SWAP AND SELL

FOR SALE

1974 Triumph Sedan

One owner
 Garaged for 52 years.
 Good condition
 Low Milage
 Registration
 1TQ3PQ
 VIN 492201
 Location Geelong

Please phone 0429955075



FOR SALE

TRIUMPH TR Metal model kits.

Well known vehicle, formerly P14 from English made 1/43rd scale metal model kits to suit TR2, TR3, TR3A and TR4.

Made by K & R Replicas.

Price is **\$50 per kit**. Limited number of kits.

Located at Sunbury, Victoria.

Postage can be arranged.

Contact Ross on 0416 132 150



FOR SALE

Parts to suit TR 2, 3, 3A :

1: A complete set of Jaeger small gauges, Oil Pressure, Ammeter, Water Temperature, and Fuel, all with domed glass, complete with dash mounting panel and Switches, oil line, water compilliary tube and everything correctly rewired.

These were professionally fully rebuilt and cosmetically restored by a specialist in America. All look as brand new. **\$1300.**

2: 1 pair of front guards, no rust or damage. They are from my first 3A, red but would have to be painted to match your car. **\$400**

3: New and unused original Lucas Generator. **\$150**

4: Windscreen frame, very good Chrome, need glass. **\$140**

5: Aluminium Oil Catch Tank. **\$50**

Parts to Suit TR 4, 4A, 5, 6:

1: Unused Pressure Plate. **\$160**

2: Unused Driven Plate. **\$70**

3: Flywheel, Bolt on Ring Gear, original size, suit above 1 and 2. **\$60**

Collect from Toorak.

Enquiries welcome to Ross Mckinnon.

Contact: 0417 524 805.

BUY, SWAP AND SELL

FOR SALE

Triumph Parts.

- Tacho to suit TR 2 to 4A. Good chrome bezels and glass, excellent face. Works correctly.
- Exhaust extractors, professionally made to Racetorations specifications. Hot coated. Very good condition. Will fit any 4 cylinder Sidescreen TR with a high port head.
- New unused Lucas generator, to suit TR 2 to 4A.
- New unused water pump and pulley, to suit TR 2 to 4A.
- Driver side seat, non adjustable, to fit TR 2,3,3A. Bare . Needs painting, but sound condition.
- 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.
- TR7 crankshaft, original sized mains and big ends. Looks ok, May need a first under size grind.

All parts in Melbourne.

Enquiries welcome to Ross Mckinnon.
Contact: 0417 524 805.

FOR SALE

I have the following parts from a 1947 Jaguar 4 cylinder which I understand is the same engine as is the 1800 roadster of similar year. Cylinder head, Crankshaft, Camshaft, Oil pick up and pump, Various internals

I am asking \$1,650 for all the parts

Philip Macwhirter Melbourne 0417 050 791

\$130.

\$350.

\$140.

\$130.

\$100.

\$180

\$40.

FOR FREE

**Wooden Stag Hardtop Stand
\$FREE**

Free to a good Stag home

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



WANTED

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

Front grill badge for my Stag.
Thank you

Sam 0419996550

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

Wheel trims to suit a TR6. Loose or a set. .

I have two damaged aluminium currently. I believe the trims also come in stainless steel - that would also be fine

Albert 0429 335 278

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!



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



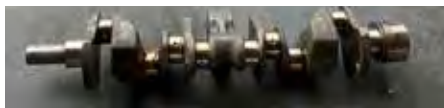
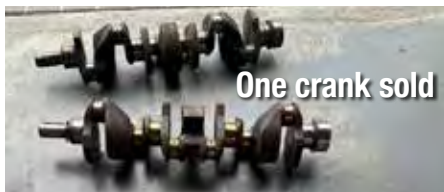
Engine tear down Double chain CAM



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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Ausca on a TR3 chassis
and running gear,
Flinders car show
Photo: Barry Pritchett



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