

January-March 2022

HAPPY 2022 TO
ALL AND BEST
WISHES AS WE
TRY TO MAKE LIFE
FEEL SANE AGAIN



As Safe As They Can Make Us.
How VP Phil Strong and his TR4
survived a horror crash.



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This month in TRend

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Come and Join Us

The Triumph Sports Owners Association (Qld) Inc. meets (usually) on the 2nd Wednesday of the month at the Vintage and Veteran Car Club Rooms, 1376 Old Cleveland Road, Carindale at 7.30 p.m. Members are invited to provide agenda items, prior to each meeting by emailing: secretary@tsoaq.org.au.

PLEASE CHECK THE WEBSITE EACH MONTH FOR AMENDED MEETING INFORMATION

Club Runs

The Gold Coast Chapter of the Club holds a Run on the 1st Sunday of the month. The Brisbane Chapter holds a Run on the 3rd Sunday of the month (see Coming Events).

Contact Us

The TSOAQ welcomes interested parties seeking membership to write to the Club or email secretary@tsoaq.org.au. For more information, visit our website today www.tsoaq.org.au.

PLEASE NOTE: THAT SOCIAL DISTANCING AND LIMITS ON NUMBERS MAY APPLY TO ALL CLUB MEETINGS & EVENTS UNTIL FURTHER NOTICE

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

The Committee has therefore determined that the cost of a Full Page advertisement will be \$100 paid annually (plus any artwork costs unless Finished Art is supplied). Please contact the Editor if you wish to book a page for your business. .

For Sale or Wanted Ads. remain free to Club members

TRend Events

January—March 2022

Jan 1st Cars & Coffee Coorparoo. Turbo Drive from 6am.

Jan 2nd Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure

Jan 9th Cars & Coffee Samford Village Samford from 8am

Jan 12th Monthly General Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat.

Jan 15th Cars & Coffee—Taigum Venue is Taigum Square from 6.30am Enter via Church Road

Jan 16th Brisbane Monthly Run 8am-5pm Details TBA see website

Jan 26th Bayside Restorers Club Australian Day Display—from 6am at Ormiston State School. <https://baysideclub.org.au/events/category/club/>

Jan 26th Annual TSOAQ/TR Register Ladies against Gentlemen 2022 Cricket Match and Picnic Lunch Meet at Arthur Earle Park, Nerang for a short drive to the match venue. Please bring picnic lunch and a chair each.

Feb 5th Cars & Coffee Coorparoo. Turbo Drive from 6am.

Feb 6th Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure

Feb 6th Motorsport Australia Expo 6.30am-2.30pm Beenleigh Showgrounds promoting the benefits of motor sport at all levels within the community.

Feb 10th Drive Your Triumph Day. Check TSOAQ website for details of any organised gatherings. Otherwise check the adjacent column.

Feb 12th TSOAQ Annual General Meeting at Carindale Club rooms. Arrive from 10.00am for drinks & chat. PLEASE NOTE the change of time and date

Feb 13th Cars & Coffee Samford Village 8am

Feb 17th GEAR Day Location QIR 8.30am See website

Feb 19th Cars & Coffee Taigum Square 6.30am

Feb 20th Brisbane Run. See TSOAQ website for details

Mar 5th Cars & Coffee Coorparoo. Turbo Drive from 6am.

Mar 6th Gold Coast Run (9.00am – 3.00pm) – Meet at Arthur Earle Park, Nerang (Motorway Exit 71 from Brisbane) at 9.00am for a 9.30am departure

Mar 9th TSOAQ General Meeting at Carindale Club rooms. Arrive from 7.00pm for drinks & chat.

Mar 12th Cars & Coffee Samford Village 8am

Mar 19th Cars & Coffee Taigum Square 6.30am

Mar 20th Brisbane Run. See TSOAQ website for details

Mar 24th GEAR Day Location Lakeside Raceway 9am See website

DRIVE YOUR TRIUMPH DAY

Drive your Triumph Day originated in USA and is organised by Rye Livingston of the Triumph Travelers Sports Car Club in Northern California, arguably the longest active Triumph Club in the world, being founded in 1958.

Drive your Triumph Day celebrates the birthday of Sir John Black who was with the Standard Motor Company and organised the takeover of Triumph who were in financial difficulties at the time. By doing so, he saved the Triumph brand and went on to oversee the design and manufacture of many cars we drive today.

The concept is straightforward. On Thursday, February 10th, go for a drive in your Triumph, take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club.

Take your spouse, mate, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner or passenger, if possible, ideally in front of a cool spot or scenic view.

If it's the middle of a downpour where you live or the car is in the middle of restoration, take a photo in the garage.

Next step is to email a high-resolution photo to: driveyourtriumphday@gmail.com along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

Last year over 500 photos were sent in from all over the world: including Europe & the UK, North & South America, New Zealand and Australia.

The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website:

<https://driveyourtriumphday.shutterfly.com>

The President's Message—from Frank Jacobson

Hello everyone.

Today the TSOAQ held its end of year breakup/Christmas function. What I had planned to do on the occasion was a brief recap of the year we have had. However, I became distracted in conversation and the optimum timing to do so passed too quickly.

Rather than just sharing those thoughts with the attendees on the day I am doing so for all members in this report that will close out 2021 for our TSOAQ. As 2021 closes, it is hard to reflect on the departing year without shifting our thoughts to the impact of Covid 19 and arrival of the Delta strain.

I recall we started the year full of optimism that the worst of 2020's covid was behind us. Unfortunately, the year became more of a pandemic, only different. Despite all the Covid drama I feel the TSOAQ has had a fairly good year.

The first Sunday runs have been as well supported as ever and our third Sunday runs have been well planned and clearly enjoyed by all who were able to attend. MAC's was most successful for a number of important reasons. Members put their hands up to deal with its various components; Covid management practices were the standout but there were also changes involving electronic payment and site management. The core management committee seemed to have more to do than usual but it was done with willingness and good humour.

Thanks to the support of our traditional classic car clubs and patrons eager to enjoy an opportunity that was denied in 2020 a most successful MAC's occasion goes into the record books.

Meeting attendance has been a progression of highs and lows. Very gratifying has been the trial of Saturday luncheon meetings. They have been well attended and enjoyed by those present. As a result, we are encouraged to continue the practice and we have now confirmed four Saturday dates for 2022 giving us one Saturday meeting per quarter. We will also endeavour to add in more variety as an incentive for your attendance.

The downside of General Meetings has been the attendance numbers for Wednesday nights. Some have been "normal" while others have been "low". Your Committee members have wrestled with this problem on many occasions over the years and while this report isn't the place to deal with the problem, the mix of Wednesday night and some Saturday General meetings will hopefully be a step towards more member involvement and interest.

The various avenues of electronic communication have changed the way clubs can run. It concerns me that while we have become very efficient and timely there is a danger that we can become too impersonal a club and this is not healthy.

We are, after-all, a social club drawn together by a common interest. It is clear from any gathering that Triumph cars aren't the only interest and that suggests it is worth continuing to support the non-motoring aspect of the TSOAQ as part of our activities.

One way we have done that is to encourage and support the women's group that has formed up during 2021. It is not a formal arrangement, but nevertheless an important one. I hope it will continue to grow and function as a source of member communication, personal support when, and if, necessary and provide feedback of ideas to help make TSOAQ membership and participation a worthwhile and enjoyable part of our lives.

All the best for 2022

Frank



AS SAFE AS WE CAN MAKE THEM

**Advances in automotive safety since the
1940s and how we can use them to
improve our Triumphs.**

Do you ever trawl through the Internet's collection of old-time movie gems and find scenes where large, open cars packed with travellers hit a bump or rail crossing at high speed and all of the occupants go flying out the top?

Laugh....people back in the 1920s fell out of their cinema seats watching some poor devil get spat out of a moving vehicle, especially since they had probably seen or knew of something similar happening in real life.

Until well into the 1960s, safety was of minimal interest to car manufacturers or the people who bought their vehicles.

Those in the USA seemed the most ambivalent and since more cars were sold there than anywhere in the world, the human toll from vehicle crashes was horrific.

US-based car making conglomerates had influence on legislators across the world as well, ensuring that nothing was done to enhance safety and erode profits.

Eventually, though, change had to come and so emerged seat belts, decent door locks and padded dashboards so occupants weren't being flung against sharp and unyielding metal.

A lot of the Triumphs we drive were designed some years before safe cars became as popular as fast ones. Therefore any improvements to help keep occupants alive need to be made by us, the owners.



Early TRs came without belts or rollover protection – unless you count the marginal protection offered by a TR4 Surrey top - no cabin padding and locks less robust than the ones that fail to stop burglars jemmying your back patio door.

Change began to occur during the 1950s but mostly in high-value cars. These were models that not many Aus-

tralian were keen, or financially able, to buy.

Citroen back in 1955 released its advanced DS19, with a collapsible steering wheel and plastic padded dash. However, it didn't take the next logical step and fit seat belts. That advance was left to Volvo, which in 1959 and with its 122S sedan was the first to offer a production car with lap/sash seat belts as standard.

The US market and its manufacturers should have been leading the way in vehicle safety advances. However, it took until 1966 when legislation forced the Big Three to react, before anything significant would happen.



Triumphs built after 1969 incorporated a growing range of safety features. Seat belts—retractable after 1975—collapsible steering column, head restraints, dash padding and anti-burst door locks were some features of this Stag.

In Britain, even tiny cars like the Mini Cooper S had disc brakes but North American models including the V8 Ford Mustang and 200km/h Buick Riviera still fitted all-drum systems as standard equipment.

Years would pass before the vast majority of US-made models included lap/sash seat belts and not until the 1990s did legislators try to ensure the belts were worn.

In Australia, even though our three major car manufacturers were American-owned, things were very different. Here there was Federal legislation ensuring that every new car built after 1966 had front lap-sash belts plus a range of other measures intended to stop people killing themselves in car crashes. Rear belts were mandatory from 1975, as was compulsory seat belt use.

European luxury and performance models from this era brought some significant advances in primary safety; benefits that make them easy cars to drive even under today's traffic conditions.

Look back to 1964 and there were brands such as Jaguar, Alfa Romeo and Porsche featuring all-wheel disc brakes, independent suspension and radial-ply tyres. In 1968 came Jaguar's new XJ6 sedan with all of that plus anti-dive suspension that kept the car stable when braking heavily.

The 1960s saw Japan emerging as an automotive powerhouse and keen to incorporate safety into its new designs. Buyers found some quite ordinary cars like the Datsun 1600 with disc brakes and independent rear suspension and Subaru's compact off-road models offering on-the-move 4WD.

During the 1970s, companies like Mercedes-Benz, Volvo and Citroen were working on designs that would maximise occupant survival in a serious crash, even if the car was afterwards left unrecognisable.

'Progressive crumple' designs ensued that the vehicle extremities absorbed much of the crash energy, reducing G forces that caused brain and internal injuries to occupants. Those wearing seat belts, including rear seat passengers, stood a far higher chance of survival than occupants of older, less pliant designs.

Move into the 1980s and advances still seen in current models began to appear. Perhaps the most significant was ABS (anti-lock braking) which was pioneered by Mercedes-Benz in 1978 (and to an extent Jensen in the 1960s) then adopted by other brands.

Ford Australia from 1992 offered ABS as an option and was amazed by the levels of uptake. Holden followed and by 2004 the system had been made mandatory for passenger vehicles sold in Australia.

When buying a Classic model, it is essential for drivers to understand and make allowances for its limitations in a world where other drivers may not give an older model any tolerance or extra space, so buy the vehicle that best suits your needs rather than what looks hot or makes you feel special.

Certainly, it is wise to choose a model that has seatbelts for everyone already installed. Also look hard at the condition of the belts when buying a car as they may need replacement and that gets expensive.

If a vehicle doesn't have belts, or mounts so they can be easily installed, that opens another world of serious expense and possible requirement for engineering approval.

If you are buying a soft-top sports car, pick one that has a sturdy and well-mounted roll bar. The same caution applies to 4WD models with fabric or fibreglass tops.

Headlights originally fitted to older models will be less effective than modern car lights and can be dangerously inadequate in rain or fog. A set of uprated bulbs or complete Halogen inserts can make an amazing difference, but check with an auto electrician in case extra relays are needed.



Upgrading the lights is worthwhile



Now THAT'S what you call a roll cage

WHAT YOU CAN DO TO CHECK AND IMPROVE THE SAFETY OF YOUR TRIUMPH

- Check all seat belts and replace them if they are dirty, frayed with corroded mounting bolts, sticky catches or damaged buckles.
- If your car doesn't have a laminated windscreen think seriously about replacing it .
- Tyres fitted to rarely used cars can need replacement even when they are hardly worn.
- Uprate headlights to more modern halogen units. Extra relays may be needed.
- Unless yours is a serious show car where authenticity is important, consider replacing the original seats with later ones that fit your existing runners, are adjustable and have head restraints
- Roll bars are an essential safety measure in open top cars and those even with a fixed roof that get involved in serious motor sport. They need to be professionally installed.

It was Saturday 7 April 2018 !!! A horrible memory for me. Just a couple of weeks after my 65th birthday. I had been involved with motor sport since my 17th birthday. This involved rallying, several hill climbs and many times with circuit racing/regularities/sprint events so that means for 48 years I had survived without a major incident. I must say I have walked away from a few indiscretions in that time but nothing serious. Several spins and slides off the black stuff but the recovery was always good once the dust settled. I settled down to start a family with all the issues with funds and responsibilities of raising and supporting the children.

When I was approached to join a new club "Golden Era Auto Racing" or GEAR, I was there ready for some more sport with my TR 4. Many runs around Lakeside and QR at Willowbank next to Amberley. I joined the GEAR Club on 8th February 2006 and was immediately recruited by Lloyd helping with organising the activities in and out of the pits and observing track behaviour. In that time, I became more familiar with the cornering and braking points and I found I was doing excellent times to be in the faster tin top group [Yellow]. Many spectators believed it was a six cylinder motor as they observed the smooth lines that consistently flowed from corner to corner. I had spent time and money restoring my TR 4 and had fitted numerous safety-related items and made other improvements.

The week before this tragedy, I was involved in approving a new driver and his car. Not a road registered Ford Falcon but one used for hill climbing. We were getting some new entries

HOW VP PHIL STRONG SURVIVED A HUGE CRASH THANKS TO SAFETY GEAR AND THE INHERENT STRENGTH OF A TR4



from the Historic Racing Car Club (QLD). It was a stripped-out body as was the owner who was masquerading as the "mechanic". Not only were his mechanic skills sadly lacking his knowledge and skills for being on a race circuit were also very miserable.

So, the slow tin tops and the slow open wheelers were given their first laps for the day and now it was the faster "tin tops" time. It had been a stormy night with heavy rainfall overnight, so our more experienced group were just familiarising ourselves with the condition of the track, warming the tyres, locating the standing water areas etc. I was coming onto the main straight for the second lap when this car caught me and began to speed past me when his engine had a major haemorrhage. A cheap oil filter decided to rupture at peak revs/pressure and cover the track and my car with oil.

I would normally be doing 170 + at the end of the straight before braking after the kink and into the carousel. I did of course ease up on the throttle expecting the driver to "kill" his motor and move off the track at a safe location. You do NOT stop on a "live" track. But he made no attempt to reduce the damage to the circuit. By now I was moving over the oil spill and I was now a passenger moving closer and closer to the outside of the track .

As soon as my tyres touched the grassed run off which was still very wet my momentum increased, I had lost all control and was sliding slightly sideways. The tyre walls were getting closer until my passenger side rear wing gave the first wall a nudge and then all hell broke loose. I came to a rest several contacts later nose into the fifth wall with glass, mud, grass & dust invading my cabin.

Only my driver's side door was untouched, thankfully, as I discovered I was uninjured. Covered in broken safety glass and water/mud I was ferried back to the pits and a cold shower. I felt a lot like a James Bond martini, more shaken and stirred but no olive!!!

These cars had a full chassis which is similar to a roll cage as the external forces do not easily intrude the cockpit. The exterior panels absorbed the impact. The crumpled TR 4 was taken to a secure garage overnight and picked up the next day by 2 very good club mates and was trailered home, covered in oil, mud and white paint from the tyres.

Several inspections found the chassis was still straight even though every panel except the driver's door and front guard had sustained various levels of damage including the passenger's rear wheel and both bumpers. I think this speaks volumes for the safety design of an early 1960s car.

The TR 4 then sat in my garage for another 3 years while I mentally recovered and did my research as to how I was going to rebuild her and who had the expertise to trust with "Kylie's" rebirth.

Even though I have no skills as a panel beater/painter/engineer/mechanic, you still need to be a good project manager to get this rebuild to completion. Many minor components under the bonnet were broken or non-operational by the time we needed to drive Kylie under her own power.

This becomes increasingly frustrating and many overseas parts were delivered and fitted. So Kylie was starting to look like a "Star" once more and with fresh fuel she began to make the right noises and smells!! At no time did we de-register or stop the insurance during the project but I do need to fit new tyres and re-check all hose and fluids. A very important measure as many project cars can have unnecessary fiery incidents when enthusiasm fails to control common sense after completion.

WHAT PHIL DID TO HELP KYLIE KEEP HIM SAFE

- Seat belts "lap/sash" [inertia reels] which were not required in 1962.
- Mazda MX 5 seats added to hold you in place.
- Anti-dive blocks to the front roll bar
- Upgraded front shocks [from a F3 suspension]
- Mag wheels – wider "6 inch" with safety rims. tyres were 21st Century technology with a much stickier compound I
- Improved vented disc rotors to the front brakes
- Fire extinguisher on passenger floor



The Editor



Seasons' Greetings to everyone.

Hoping you all fulfilled the requirement to be jolly and enjoyed a less disrupted Christmas than the last one.

No, the car pictured above is not mine and never was. However I think it might have inspired my choice when the time to buy my First Car (a 1965 2000 sedan) did arrive.

The one with 123 painted on its doors belonged to a fine and now departed gentleman by the name of Charlie McGarva. He raced at Heddon Greta speedway about 45 minutes outside Newcastle NSW, beginning with a succession of Triumphs then a Cortina TD250 Turbo that won the NSW Production Car Championship.

My first memory of Charlie dates from about 1972, when he was running a Vitesse coupe with 2000 engine and triple carburettors. During his time in Triumphs he may have toyed with fuel injection but stuck with carbies until he switched allegiances to Ford.

In an age when Falcons, Customlines, Monaros and FJ Holdens were the speedway sedans of choice, the bigger cars all monstered Charlie's two-door Triumph. But his ability to stay clear of trouble brought lots of Top Ten finishes and elevation to A Grade events. Switching in 1973 to the bigger saloon, with more power from a 2.5-litre engine, Charlie was finally a front runner and I could bask in his reflected glory because my Mark 1 2000 was the only other Triumph allowed into the pits and parked just behind the Datsun 1600 I helped crew.

Towards the end of the 2000's speedway career I had moved to Sydney and Charlie asked me if I could collect a competition clutch unit from Girlock; a few blocks away from the car auction where I worked. While chatting to the sales engineer I mentioned I had a 2000 road car and asked if he had anything to suit it.

From behind a wall, still protected by greasy paper that crackled when unwrapped, came the most wonderful looking clutch and pressure plate, plus a throw-out bearing and 'mates rate' pricing. Having changed one clutch myself and been unable to get a pedal without pressure bleeding, installation was assigned to a Triumph specialist who gave me a concerned look when I showed up to collect the car.

"That clutch," he said 'You know that's meant to go in a race car, not really for the road?' I told him The Man at Girlock had said it was a step below full comp and should be fine but when I went to select reverse I thought someone had taken a hacksaw to my calf muscles. Heavyyy!!

Easing out onto busy Parramatta Road I discovered I didn't need to apply that much effort to gear-changing. Just dip the clutch pedal an inch or so, blip the throttle as I moved the lever and release. Stop-start traffic was no fun until it dawned that the 2000 with its monster clutch would now pootle along at walking pace without needing to slip the thing at all. This attribute, despite the new unit's its initial scariness, was worth the money on its own and when let loose on fast backroads it was amazing.

As in traffic, just the smallest push on the clutch disengaged drive long enough to select a lower gear; letting me dive deeper into bends as I downshifted. Upshifts needed no clutch work at all, just feather the throttle until you felt the gears mesh and push. During an advanced driving course on Sydney's Amaroo Park raceway I upshifted 2nd-3rd and 3rd-4th just by tapping the clutch and not lifting the throttle at all. Very naughty said my instructor, an experienced racing driver, who then took over for some 'demonstration' laps and was soon having immense fun flat-changing the Triumph.

Even when I sold the car with a stock clutch installed, the Girlock had plenty of life left. It went via my parts supplier, the legendary Bill Warren, into a PI project car that someone was building and who paid me, even after two years of abuse, more than it originally cost.

Who else has some Triumph memories to share that are sparked by a single photograph?

CHRISTMAS 2021 WITH THE TSOAQ

The TSOAQ Christmas gathering this year returned to the familiar surroundings of the Carindale clubrooms with around 50 members enjoying pre-lunch chat on the patio followed by a wonderfully tasty selection of meats and veges, pudding and ice cream. Can you spot yourself among the happy diners who joined in the fun?









LOOK OUT BELOW, IT'S THE AGM

It comes just once a year but the TSOAQ Annual General Meeting gives every financial member the chance to play a part in the running of our fine organisation.

Every role in the list you will find published on Page 21 is important and every member who holds a position on the Committee or in any other capacity performs their task voluntarily.

If you think you may have skills that could benefit the Club, the AGM provides that opportunity, especially where a position is vacant and no nomination has been received prior to the meeting, for you to join the team.

Members who need to know more about a role and the responsibilities of particular positions can contact the Secretary secretary@tsoaq.org.au for a summary of duties.

This year's AGM will not be held in the dark of a mid-week night but on a Saturday—February 12th to be precise—at the Carindale Clubrooms, commencing at 10am.

And if helping elect the people who will manage and promote the interests of the TSOAQ isn't enough encouragement to attend, the meeting will be followed by a BBQ lunch with meat and salads supplied by the Club.

Hope to see you there.

**MAY 22nd 2022 IS MAC'S BRIDGE DAY.
POLISH YOUR TRIUMPH FOR THE DISPLAY
OR JUST SHOW UP TO HELP OUT
THIS YEAR'S FEATURED VEHICLES (RELEASED 60
YEARS AGO IN 1962) ARE THE MGB AND OUR OWN
TRIUMPH SPITFIRE
SEE THE TSOAQ WEB SITE FOR ALL
THE DETAILS**

SOME THOUGHTS FROM OUR PRESIDENT AS A NEW YEAR DAWNS

DO WE NEED A TSOAQ?

One of the important considerations in having a pastime interest of any sort is being in a position to share that interest with others. If our interest happens to be Triumph cars we could share it with family, work colleagues, a neighbour or some blokes at the local pub or club.

I venture to say that, while any of those contacts might be interested, the depth of that interest in most cases would only be of the passing sort. However, if you find another Triumph owner the connection is very likely to be more intense and lasting.

The TSOAQ presently has 166 other owners or very interested people as well as you (making 167 in total) that share a passion for Triumphs that leads to a commitment to the TSOAQ. I'd like to think that all 167 of us feel that we need a TSOAQ but sometimes I wonder if I am being a bit of a daydreamer. The jury may be out on that one, but I don't think it's such a bad thing.



With our 167 members we managed to have an attendance of eight (8) at the recent General Meeting. That's just under 5%. Your management committee accounts for 3.6% because half of the attending 8 members were in fact committee members.

One of the realities of TSOAQ life is that our members are widely spread and unless you, as a member, live in Brisbane, or an area near Brisbane, mid-week meeting attendance is quite impractical. In spite of that we have had fairly regular attendance from places such as Beaudesert, Toowoomba and the Sunshine Coast.

That is a big ask considering that the homeward journey can put arrival close to midnight. This year we have trialed Saturday General Meetings which have included a bar-b-que and a picnic lunch. Feedback from both occasions has been very encouraging and as a consequence our Secretary has booked four Saturday dates in 2022. So where does this take us from the topic "Do We Need a TSOAQ".

The easy answer might be "No, life would go on without one". But the reality is it would leave a big hole in our use and enjoyment of Triumph cars and the social interaction that such use and enjoyment brings with it. The car runs we have had in 2021 and the success of our Saturday experiment is proof enough for me.

As far as I am concerned the easy "No" answer doesn't rate. That brings me back to the low mid-week meeting numbers and the difficulty for so many to attend. Your Committee often wonders what it can do to make meetings more appealing. Arranging presentations like snake catchers can be quite difficult and time consuming but we will continue to try to add something extra.

The thoughts and suggestions from members are always welcome. There are ways and means of making the TSOAQ needed and a benefit for us all and more input, however modest, will always be gratefully received and implemented where possible.

FRANK J

TRIUMPHS IN MINIATURE This edition; the wonderfully small world of the TR7/TR8

with Cliff Chambers

The last major new design to be built by Triumph arrived in 1975 and would sell 112,000 during a six-year production run.

The TR7 was initially to be sold as a fixed-roof coupe; the only sporty Triumph since the GT6 not to offer an open-top option at launch. Leyland eventually relented and expanded the range to offer, from 1979 and to US buyers, a four-cylinder soft-top plus TR8 versions.

Model-makers were shape, with among the Dinky Toys. Not just one red, metallic blue and decent attention to detail might find strange.

Low-volume variations ours and 'Purdey's Car' – en by Joanna Lumley in

Rival Corgi Toys took a scale, but with access to niques, the Corgi Van- (especially of the wheels)

Corgi did produce one

Juniors release in several colours that were sold in either a window box or blister back. These can be found unboxed in Australia at less than \$20 but some are so collectable that they cost more than A\$150 and can only be sourced from overseas.

Move towards 21st Century production and the range of available TR7s expands rapidly.

Some of the most expensive pre-1990s releases were produced in 1/43 scale by UK-based Western Models. These are made in white metal rather than diecast and feel heavy for their size. However they can't match the quality of later diecast product from China.

Lighter and more detailed (also a lot less expensive) are 1/43 scale versions from European brands IXO and Trofeu. These will often come decorated in the style of TR7 V8 rally cars.

Smaller again and very cheap are the 1/76 scale Oxford models which depict a range of Triumph products and are intended to form part of the 'furniture' surrounding model train layouts.

For something substantial without spending ridiculous money, take a look via EBay or other online sites at the 1/18 scale convertible TR7s distributed by BoS Models and the similarly-priced Cult Models.



attracted to the modern wedge-inspired first to release a TR7 being UK-based version but in various colours including yellow. All were built in 1/43 scale with but a wheel design that TR7 enthusiasts

included a Rally version in Unipart col- a yellow coupe modelled on the TR7 driv- the New Avengers television series.

long time to produce its own TR7 in 1/43 modern laser-guided production tech- guards versions do a better job than Dinky back in the 1970s.

early attempt though; a 1/64 scale Corgi



These come in a range of metallic colours but don't seem to have a local distributor and are heavy, so beware excessive international freight costs and remember that GST will be added to overseas purchase prices that range from \$320-400.



These 1/18 scale TR7 Spiders will easily fill any display shelf

Unlike Kyosho and other brands that also sell Triumphs in 1/18 scale, the Cult TR7s are made in resin and miss out on features like engine detail and bonnets that open.

Buying models should be always be viewed more as an indulgence than an invest-

ment so don't expect most to gain value. Models once removed from their original packaging become very hard to resell and while Dinky and Corgi Junior versions have done remarkably well in the collector market, anything more recent has yet to prove its worth.



When buying early TR7 variants, colour, flawless paint and undamaged packaging are the factors to consider first. A scarce version, such as the 'Purdey' TR7 will likely cost more than a basic Dinky but future demand will be stronger.

Remember when buying overseas to factor in postage costs and currency transfer fees and don't be afraid to ask the seller for a slower but less costly form of freight. Also remember that online platforms such as

Google, Gumtree and Amazon are required to levy GST on even second-hand goods.

It may therefore be more cost effective to buy an item locally, even though the price is higher, and therefore avoid the additional charges.

Happy shopping.

Cliff



THE BOOM CONTINUES

\$38,000 PAID FOR EARLY GT6 AT 2021 SHANNONS' AUCTION

From Shannons Sale 30 November 2021

1967 Triumph GT6 Mk1

- Sensible upgrades
- Room for improvement
- No Reserve Hammer price \$38,000

Triumph's GT6 was never exactly common in Australia but ask yourself, when was the last time you saw one? Even at a car show? You just don't see them around anymore.

This 1967 GT6 Mk1 is said to be a former concours winner, which followed on from its restoration in 2012.

Its 1998cc six-cylinder engine, four-speed manual gearbox and black leather and vinyl trimmed interior were all rebuilt during 2011-2012.

Its British Racing Green duco has been re-done at some stage too, but has now deteriorated, with rust evident around the scuttle, bonnet, and hatch. The paint has suffered as a result.

On the plus side, the chrome work is generally good, as are the silver Performance Minilite-style alloy wheels it sits on.

A Nardi wood rim steering wheel is a nice touch in the black leather and vinyl trimmed interior, which has the patina of wear in a few spots but is complete.

The Triumph's rear suspension has been professionally upgraded to the GT6 Mk3 type (overcoming the Mk1's infamous handling shortcomings), while electronic ignition and a twin exhaust are also fitted.

It will come to its new owner with a box of various parts and a Sony stereo system (which matches the speaker let into the sides of the rear load area), plus various restoration and maintenance receipts.

So, this GT6 has room for improvement and would make a great project, appealing to both Triumph aficionados and those enthusiasts looking for something you rarely see.

Previously on full Victorian registration, the 1967 Triumph GT6 Mk1 is being sold here unregistered and with no reserve.



YOU COULD BUY A HOUSE FOR THAT

1958 Triumph TR3A Works Rally Car

£140,000 GBP | Previously sold in 2018 for £181,000



| London, United Kingdom
November 2021 (not sold)

Built to race in the 1958 Monte Carlo Rally as one of four TR3As entered by the Triumph Works team. Illustrious period racing history with 2nd overall at the 1958 Circuit of Ireland Rally and 1st in class at the Tulip Rally in the same year. Accompanied by historic racing photos and selected workshop invoices.

Presented with FIA HTP documents and FIVA Identity Card

At the 1958 Monte Carlo Rally, Standard-Triumph entered four Triumph TR3As, each identified by near-sequential registration numbers: VRW 219 for the car driven by Annie Soisbault and co-driver Tish Ozanne, VRW 220 for Paddy Hopkirk and Jack Scott, VRW 221 for John Waddington and Mike Wood, and VRW 223 for Maurice Gatsonides and Marcel Bequart.

Though this particular car, VRW 221, was assigned to Waddington and Wood, poor weather conditions delayed the former, who was excluded from the event before reaching Lyon. However, excluded parties were permitted to continue to Monte Carlo to compete in the



driving tests on the promenade at the end of the rally. The detour proved worthwhile when the pair finished third in the stand alone event.

That same year, VRW 221 was driven in the Circuit of Ireland Rally in April by former Works Jaguar and Ecurie Ecosse driver Desmond Titterington and co-driven by Brian McCaldin. Titterington secured second behind fellow Ulsterman Hopkirk, ensuring a welcome top-two finish for Standard-Triumph.



The plucky Triumph was again crewed by Titterington and McCaldin at the Rallye des Alpes, finishing eighth overall and third in class. The final Works outing for the car was the Tour de France, driven by Australians David McKay and David Lewin. The TR3A held strong throughout and was running 15th overall on the final night before brake problems caused it to retire.

Sold by the Works in 1959 to former driver Ron Goldbourn, a succession of owners ensued before the car entered long-term ownership with Martyn King, who sensitively restored the car with great care to preserve as many original components as possible.

After a period of Austrian ownership between 1996 and 2009, the Triumph was repatriated to the United Kingdom and went on to compete in numerous historic rallies, including the Three Castle Rally and the Rally of the Tests. In 2019, the car successfully completed the three-day Kitzbüheler Alpenrallye, driven by John Carr & Colin Dougherty.

Presented as a matching-numbers example with its uncommon competition factory hardtop and featuring rare overdrive transmission—and still wearing its original colours of Apple Green over brown leather—this TR3A remains a highly significant car.

Between 2018 to 2020, the Triumph was subject to over £10,000-worth of servicing and preparation work by Just Historic Cars, specialists in 1950s and 1960s racing cars based near Hastings in East Sussex.

Believed to be the only one of the 1958 Monte Carlo cars by Triumph surviving, it retains many character features such as the period rally spotlights and is an attractive option for the many historic rallies and tours currently operating worldwide.



Your 2021-22 Management Team

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GT6 Colin Jacobson 0407 627 206

Stag Peter Connor 0448 224 778

Pre-War (1923-1939) Terry O'Beirne 0417 687 161

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See the Membership Secretary at a monthly meeting or the stickers can be mailed.



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THE NEW
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NOW!!!

Triumph 2000 - 2500 Sedan Towbar - 4 mounting points on the Chassis Rail plus the 2 bumper bar Mounts. (needs a towball)
Best Offer - Murray Clark on behalf of a mate 0427 - 447148

Triumph TR4 1962, 4 speed + electric overdrive, which has undergone extensive restoration to bodywork, interior and exterior.

Since full overhaul in 2015, this vehicle has travelled less than 10K kms.

Absolute Car Care, has regularly checked and serviced this car and all records are available for inspection.

Instruments all reconditioned by Lionel Otto.

Overall in excellent condition. \$51,000

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