TRIUMPH TORQUE

The Official Journal of the
Triumph Car Club of the ACT Incorporated

November 2026



1944 Triumph Roadster

Triumph Car Club ACT Inc. PO Box 70 Curtin ACT 2605

Officials

President	Daryl Mouser	0410 313 986
Vice-President	Dave Rogers	0412 413 812
Secretary	Paul Burke	0402 832 334
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Librarian	Paul Burke	0402 832 334
Librarian	Max Blyton	0409 426 343
ACT Council of Motor Clubs Reps	Horst Kirchner Jack Gault	0418 864 069 0402 912 853
Committee	Horst Kirchner Ian Lock Mike Ford	Chris Doble Anthony Ockwell
Life Members	Brian Tink † John McMaster Dave Rogers Anthony Ockwell	Paul Burke Daryl Mouser Jack Gault

Meetings
Every Third Monday of the Month (Except December), at 7.30 pm
Canberra Deakin Football Club, Grose Street, Deakin

Club Website
Details of the Club can be found at: http://www.triumphcarclubact.org.au/

Marque Representatives

2 TR /3A	Jack Gault	0402 912 853
TR 4/4A	Dave Rogers	0412 413 812
TR 5	Max Blyton	0409 426 343
TR 6	Daryl Mouser	0410 313 986
TR 7/8	Daryl Mouser	0410 313 986
STAG	Paul Burke	0402 832 334
Saloon 2000/TC/S/PI	Paul Burke	0402 832 334
Car Trailer	Paul Burke	0402 832 334
Engine Hoist	Paul Burke	0402 832 334
Dolomite/Sprint	John Mc Master	0408 491 367
BBQ Trailer	John McMaster	0408 491 367
Spitfire/GT 6	Horst Kirchner	0418 864 069
Herald/Vitesse	Horst Kirchner	0418 864 069

Contents in this month's magazine

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Coming Events Details	Anthony Ockwell / Jack Gault
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Classifieds	

Club Membership is 75 members as of 13/08/2026

Members Vehicles (Reg, Not Registered/Not Going

Car	Reg	Not	Car	Reg	Not
2000 Mk1	1	0	Spitfire	4	2
2.5 PI	3	4	Stag	19	2
2500 S	1	0	Swallow Doretti	2	0
2500 TC	6	3	TR3	8	0
Estate	1	0	TR4	13	1
Dolomite	7	2	TR5 & TR250	2	2
GT 6	2	0	TR6	6	2
Herald	5	3	TR7	9	7
Mayflower	1	0	TR8	3	0
Scorpion	1	0	Vanguard	2	0
Others	**17**	**1**	**Totals at 16/02/2026**	**96**	**28**

Opinions expressed in this journal are not necessarily those of the Club or its Committee.
Information supplied for inclusion in this journal is published in good faith and no responsibility can be accepted for its accuracy.

Editorial



Please abide by the rules at the Deakin Sports Club when attending meetings.

Meetings every 3rd Monday of the month @ 7:30pm (Dec excepted).

As always if you have any items that you require to be distributed to all members, then send them to me and I will forward them on to the membership list.

Remember all articles are welcomed for inclusion in the club magazine.

Any suggestions for activities are always welcome.
Just send them in to me for inclusion in the upcoming magazines. (lockian1950@gmail.com)

Don't forget the club monthly meeting this coming Monday

The Annual General Meeting (AGM) for the Triumph Car Club ACT inc will be held this Monday 19 October 2026 at 7.30pm at the usual venue.

SEE any Attached documents to this email.

See you all at the meeting next Monday night.
ED

Publisher's deadlines: All items to be with the editor by COB on these dates to be included in the next edition.
Dec, Friday 18th 2026
Jan, Friday 15th 2027
Feb, Friday 12th 2027

Email: lockian1950@gmail.com Tel: 0412 254 901

President's Column



TRIUMPH CAR CLUB, ACT, Inc.

Presidents Piece, November 2026

Hello all. Mid November and despite the recent few rather cold days, the warmer seasonal weather does finally seem to have arrived.

Club highlights for the coming month include our **Annual Christmas party in the Sutton Hall on 29th November, lunch will commence serving at 1230.** Please ensure you provide a **RSVP to Jack Gault** by **NLT 22nd November** per the event flyer. Also we have this year's **Terribly British Day in Queanbeyan Town Park, Sunday, 6th December.** All display vehicles to be onsite by 0930 ($5.00 entry fee). Further details per the distributed event flyer. Details for these and other activities are also available elsewhere in the Events program elsewhere in this magazine and on the Club website.

The Committee will meet this month to address a number of administrative and business matters. **The position of Club Event's Coordinator is currently vacant,** if you have an interest in contributing to this important role, **please consider and discuss with myself or our /Secretary.** The work is not onerous and assistance is available.

Work continues on a number projects in various Club member garages and elsewhere. These range from minor maintenance, various rebuilds, conversions and specific fabrications. If you have something happening please consider an article for the Club magazine. Our Editor is always on the lookout for material, so whether its a short update on progress, or a more detailed report of a program of work, please share.

I have been working with Peter Cumming's over recent weeks to progress manufacture of a purpose built cylinder head removal tool/jig for use on the Club's range of Triumph 'slant' engines as fitted to Stag, TR7 and Dolomite vehicles. As many would know the angled design of the head stud fixings are susceptible to seizing and can be quite problematic to remove. With several engines currently in work (including on my own TR7) the tool set, based upon a design shared from the broader international Triumph community (with some experience based improvements), will provide a great Club asset.

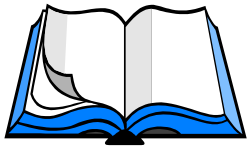
Look out for a Report complete with photographs from the extended weekend Tri-Club gathering in Albury elsewhere in this issue magazine. plus more across the forward 6 months or so.

Please continue to monitor the Club magazine, website, meetings and broadcast emails for latest updates on scheduled events.

See you at this month's regular meeting – Deakin Club at 7.30 on 16 Nov 26.

Rgds, Daryl Mouser
President TCC ACT

Minutes Secretary



TRIUMPH CAR CLUB, ACT, Inc.
Minutes of the General Meeting
19th October 2026

Meeting Opened: 8.31 pm.

The President welcomed all present.

Present
Paul Burke, Daryl Mouser, Dave Rogers, Bernie Brooks, Anthony Ockwell, Ian Lock, David Thomson, Horst Kirchner, Ruth Kirchner, Allan Gibson, Bob Schubert, Guy Langford, Rick wade, Jack Gault, Allan caldwell, chris Doble, Jan Tink, Max Blyton, Ian chapman, Grahame Kilby, Mike Ford and Peter Cummings.

Apologies
Sean Doble, Olga Malisani and Peter Harrison.

Minutes of the Previous Meeting
The minutes from the September meeting were presented, accepted and seconded by Dave Rogers.

Business arising
No business was arising

Treasurer's Report
Bernie presented the report for the month of September and the Annual General Meeting figures. There was a year-to-date loss because of unexpected expenses. Bob Schubert asked that Bernie prepa.re a report for the month of September with an opening balance and a separate report for the AGM. Action item for Bernie.
Bernie made comment that there was some difficulty to use the old system of accounts. Bernie advised he will try a system from Zoho. The system used in the past worked well and met the needs of the club and the auditor. Any further issues would be discussed at the November committee meeting.

Secretary's Report

- Various club magazines have been received; fasTRack SA September, TREAD November, Traction September and The Colonial September.
- Council minutes were received for the August meeting.
- The club event program.
- The invitation to the Terribly British day.
- The formal invitation to the Xmas Party. The web central invoice has been paid.

The Secretary's report was seconded by Horst.

Membership Report
Dave Rogers reported that the club has seventy-four financial members.

Council Report

Horst attended the Council meeting where Keith McAllroy, a guest speaker presented his business hiring classic vehicles and who also operates a workshop to repair vehicles. In addition, he stated that there are many car events where your car can be used. He went as far to say that we might lend our cars to others including younger people.
Horst also attended the Saturday event hosted by the Council where an update was provided on the CRS system and a comparison between the ACT & NSW systems. We expect to receive a slide show so it will be presented in the future.

Events

- Anthony reported that the recent Albury event went well. Fifty-four people attended, they all enjoyed great driving roads, food and wineries. Some Triumphs failed to proceed at the start line on the first day and one ran out of fuel. Rick Wade had to get the Stag towed home. Rick's address was twenty-six kilometres away but the tow truck was covered for only twenty-five kilometres. Rick had to pay thirty-four dollars for the last kilometre.
- Further some of the days travelling was too long, the venues for accommodation were excellent but the set menus were not well received. The event was a lot of fun and friendships rekindled.

General Business

- MSCA will host the British car day race at One Raceway on 7 and 8 November 2026.
- Horst and Ruth attended the Tarago Truck, Bike and Car show. The Police presence was very popular where they briefed attendees on Police operations and highway patrol issues.
- Daryl advised that TAFE is offering a course for home owners.
- Jack advised the parts sale at Pixie's place went well.
- Jack also commented that if you are attending the Xmas Party, please let him know. The cost of the catering will be a-bout two thousand dollars.
- Daryl mentioned the Gundaroo Pub as venue for a pleasant drive and great food
- Rick advised the Drive Your Triumph Day (DYTD) will be held on 10 February 2027.

Technical Items

- Jan Tink's Stag needed a new clutch thrust race bearing assembly. Paul and Chris fitted the thrust race, also a new clutch kit and while the car was hanging about, we also fitted new trailing arm bushes and welded the strengthening steel into the differential housing. Unfortunately, after a test drive the car came back to the shed with a ticking sound. Graham Kilby came over and we had Trevor Seaman on the phone as well. We diagnosed the ticking to be a dropped valve or seat on number six cylinder. A special thanks to Graham Kilby and Trevor Seaman from Bathurst who correctly diagnosed the issue.
- Daryl gave an account about how to use the head removal tool on TR7 or Stags.
- Paul gave an update on the car trailer redesign which moved the double axles about 270mm rearwards.
- The club has another TR8 in Canberra.
- Chris advised that he had a gentleman visit him with a Stag. The owner was keen to determine why the engine rewed so high. After a test drive it is believed the differential may be the wrong ratio.

The meeting was closed at 9.20 pm.

Calander of Coming Events

Events Co-Ordinator –Jack Gault 0402 912 853 (jackgault@outlook.com).

Specific event contacts as shown.

DATE	EVENT	VENUE	CONTACT	RSVP
November				
Mon 16th	General Meeting	Croatia Deakin Club 7.30pm.		
Fri 20th - Sun 22nd	Crank It Up	Batemans Bay Music, Events, Car Cruises	https://crankitupbatemansbay.com/	FYI
Sat 28th	Goulburn Car Show	Pheasant Wood Motor Circuit 8 Prairie Oak Rd, Marulan NSW 2579	https://www.nsw.gov.au/visiting-and-exploring-nsw/nsw-events/goulburn-car-and-motorcycle-show	FYI
Sun 29th	Club Xmas Party	Sutton Community Hall Spit roast served 12:30pm EFT only Members / Family $25 ea. Non Members $35 ea.	Jack Gault. 0402 912 853 jackgault@outlook.com	22nd Nov
December				
Sun 6th	Terribly British Day Queanbeyan Town Park	Car Entry $5 10:00 – 14:00 See attached flyer	Hosted by: Canberra Antique and Classic Motor Club	
N/A	General Meeting	No meeting this month.		
2027				
DATE	**EVENT**	**VENUE**	**CONTACT**	**RSVP**
January				
Mon 15th	General Meeting	Croatia Deakin Club 7.30pm.		
26th	Club Australia Day Picnic	TB Advised	TBC	TBC
February				
10th	Drive Your Triumph Day	11.00am for 11.15am departure at Supercheap Auto Queanbeyan carpark	Rick Wade 0490 814 381 rickdianewade@bigpond.com	5th Feb
Mon 15th	General Meeting	Croatia Deakin Club 7.30pm.		

March				
Mon 15th	General Meeting	Croatia Deakin Club 7.30pm.		
21st	Wheels 2027	Thoroughbred Park	TBC	TBC
Mon 16th	General Meeting	Croatia Deakin Club 7.30pm.		

Details of Coming Events

“Drive your Triumph Day” – Wednesday 10 February 2027.

Again, this is a once a year opportunity to join with Triumph enthusiasts around the world to take your Triumph for a run to celebrate Sir John Black’s birthday (John Black saved Triumph from folding way back in 1949). Meet at 11.00 am at the Supercheap Auto Queanbeyan carpark for an 11.15 am departure for lunch at the Captains Flat Hotel.

On arrival at the hotel, photos of individual Triumphs with their owners/drivers/passengers will be taken and submitted to the Drive Your Triumph Day website for publication, along with similar photos taken worldwide on the day, so stay with your car on arrival.

I’ll need to confirm numbers with the hotel in advance, so please let me know no later than Friday 5 February 2027 if you plan to join us for this run and lunch. Contact Rick Wade (mob 0490 814 381 or email rickdianewade@bigpond.com).

Member's Reports

TCCV JOINT RALLY WITH ACT & SA

REPORT

On Thursday 8 October, our ACT-TCC team gathered at the Dinosaur Museum for their joint weekend in Albury with the TCC-VIC and the SA Stag Owners' Club. We enjoyed morning tea/coffee at the Peddlar Café in Gundagai, and then re-joined the Hume for our motel in Albury. With the cars parked at the motel, we wandered through the park opposite for lunch at the River Deck Café set on the banks of the Murray River.

Our ACT/Southern NSW group included Gault's (Stag), Caldwell's (Stag), Armerego (TR8), Wades (Stag), Dews (modern), Mouser (modern), and Ockwell's (modern). Lloyds (Triumph sedan), Brooks (Triumph sedan), and Mayberry's (Stag) joined us at Albury. Regrettably, we had two sets of car problems with Rick and Diane having to return home from the Dino Museum and swap their Stag for their Subaru sports, while Jack nursed their Stag into Albury with an electrical problem.

From the Café, some of us took a short drive to the Mungabareena Reserve and Water Works, where we enjoyed a short walk along the Murray before returning for dinner at Commercial Club Albury. Most of the ACT group had check into the Hovell Tree motel opposite the main park. This provided good opportunities to partake in reasonable walks for our evening commitments.

We re-grouped for a pleasant evening stroll to the Commercial Club Albury for dinner, where we enjoyed an enjoyable occasion to resume acquaintances with our VIC/SA colleagues.

On Friday, following our departure from Albury, we headed toward Howlong Country Bakery for morning tea where we met up with the VIC/SA contingent. On our way to Wahgunyah for lunch at All Saints Winery we detoured via Corowa to visit Max's (not Blyton) Motor Museum. Regrettably, there were no Noddy cars (TR2/3's) in the collection, but well worth it. Detour: Enid Blyton's Noddy books featuring the yellow open sports car set me on the road to buy my first car while attending Uni, which was a yellow TR3A.

After lunch at All Saints, which comprised a set menu, we hit the road back to Corowa for a visit to the Corowa Art Space featuring paintings for the Bald Archy Prize Art exhibition.

The return drive to our motels landed us in Albury around 5pm for a quick turnaround for our walk to the Star Hotel Albury for dinner.

On Saturday, we departed the motels for morning tea at Tallangatta Bakery. Regrettably, time did not allow more opportunity to take in the town which was re-established following the flooding of the old town for its relocation in the 1950s to allow for the expansion of Lake Hume. The return trip of 210 kms to Albury via Corryong for lunch (also a set menu at the Corryong Courthouse Hotel) proved to be a test of endurance following Lake Hume (and Hume Dam Wall), despite the wonderful scenery en route. One of our team in a red TR8 unfortunately ran short of petrol, and had plenty of assistance to refill and continue the drive.

We enjoyed a relaxing walk to dinner at the Albury Chinese Restaurant (set menu).

Proceedings for Sunday 11 Oct 26 included a 1030 departure for a relaxed self-paced morning drive via Rutherglen for morning tea at Caffeine n Machine, to observe and enjoy the large scale 'Silo' artwork on display in a number of regional towns from the surrounding area, including Tungamah,

Devenish and Goorambat. This collection of towns is part of the much larger 'Silo' Art trail spread across the Victorian countryside and more broadly on a national scale.

Following the morning drive, many participants chose to enjoy a relaxed, late lunch at one of several venues on offer in Glenrowan. Following lunch, a return drive of about 50 minutes to Albury, via Wangaratta and Chiltern, for a short rest before preparation for our walk to the evening's dinner event.

Dinner at Albury's popular SS&A Club proved a popular final scheduled event for the program and in addition to the all-important meal, it included;

- advance details for next year's event (central western NSW),
- a lovely home-made cake for desert shared all,
- a hearty birthday celebration for Jan Tink, and of particular significance
- the presentation of a plaque to acknowledge Jan's attendance at every one of the joint ACT/Vic and Tri-state ACT/Vic & SA rallies spanning a period of more than 20 years.

Monday brought to a close our annual tri-state rally, with the ACT team leaving Albury for Canberra via Gundagai where we had lunch. The return group was a little diminished with Allan needing to leave on Sunday evening following a car problem and Daryl staying over for a couple of extra days in Albury.

It was agreed that the Albury Rally help set a few parameters for next year's event, including: daily drives maximum distance of 150-160 kms; provide origin/destination points and provide participants with journey options; provide flexibility in lunch options to allow more time to take-in local towns; and include a venue which may provide a common meeting point to gather before dinner.

From Anthony Ockwell

ALBURY PHOTOS (Daryl Mouser)

Tungamah – Artist Sobrone SimCock (F)



St James – Artist Tim Botwell





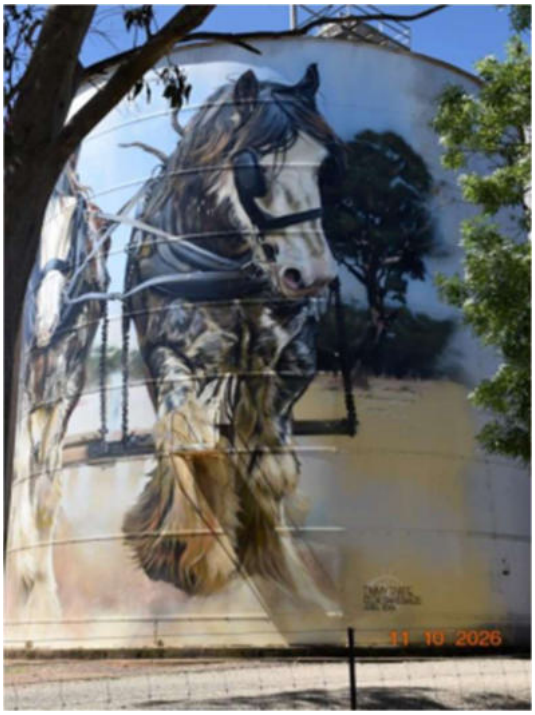
Devenish – Artist Cam Scale



Goorambat – Artist Jimmy DVate








HOLDEN
JASPER BROS
HOLDEN

Dinner at SS & A Club
Jan's Birthday and Event Recognition Award

Way back in 2006 the ACT and Vic Triumph Car Clubs met in Albury for their first joint venture. The event was so successful that it grew into a combined get together and has been held in a different country town each year.

About 3 years ago members from the SA Triumph Stag Owners Club joined in the fun and it is now an annual Tri State spectacular.

This year we met in Albury to celebrate the 20th anniversary of where it all began.

Whilst some members from the ACT and Victoria clubs have attended 15 or more of the annual get togethers special recognition and celebration was given to Jan Tink .
Graeme Oxley informed all present that Jan is the only person who has attended all 20 of the annual get togethers. He then presented Jan with a very special wall plaque.

Jan then cut the celebration cake that was quickly consumed by all.

Jan is looking forward to going to Orange in October next year to again catch up with so many friends for meeting number 21.






Albury
Wodonga
2026 Tri-State
Triumph
Experience


Gas prices right now:
Regular or premium?
I'm just looking, thanks



After 16 years off the road and a ‘restoration’, Matilda is back on deck.

[What makes British vehicle safety standards so different from American ones?]

A Ford Mustang in London and one in LA look identical. But crash them: American airbags deploy with explosive force to catch an unbelted driver, while British ones deploy gently.

The broader distinction between British (and European) vehicle safety standards and American ones comes down to how regulators view the driver, the road, and the automakers themselves. The airbag disparity stems from a single historical assumption about seatbelts. Early seatbelt usage in the US was notoriously low, so American regulators wrote rules requiring airbags to protect an entirely unbelted adult male crashing into a rigid barrier. To catch a loose, forward-flying body, American airbags had to deploy with extreme speed and power. This sheer power caused injuries to smaller women and children, eventually forcing the US to mandate complex "advanced airbags" that use weight sensors to adjust their blast. In the UK and Europe, regulators assumed people would wear their seatbelts. European airbags are designed as true supplemental restraint systems, deploying with relatively low force to gently catch an occupant whose forward momentum is already being arrested by a belt.

The regulatory enforcement models also differ completely. Europe uses "Type Approval." Before a car can legally hit the market, the manufacturer must hand it over to an independent, government-approved testing agency to verify it meets all standards. The US relies on a self-certification model. Automakers simply declare that their vehicles meet the Federal Motor Vehicle Safety Standards (FMVSS). The government only steps in to buy cars off dealer lots and crash-test them *after* they go on sale, enforcing compliance through recalls and fines if a vehicle fails.



A crash test dummy sits inside a Hyundai Tucson at the Insurance Institute for Highway Safety Vehicle Research Centre. Photo by Brady Holt is licensed under CC BY 3.0.

The physical environment shapes the exterior designs. British roads are older, narrower, and shared heavily with pedestrians and cyclists. European regulations place a massive emphasis on pedestrian safety, requiring a specific amount of empty space between a car's relatively soft hood and the hard engine block to cushion a pedestrian's head on impact. American standards historically focused entirely on the people inside the vehicle. This is why US trucks and SUVs are legally allowed to feature tall, flat, brick-wall grilles that would instantly fail European pedestrian impact tests.

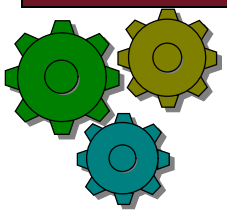
Even the headlights operate on different timelines. For decades, a 1967 US law dictated that headlights must have distinct "high" and "low" beams. Meanwhile, Europe spent the 2010s perfecting adaptive driving beams (matrix LEDs), which keep the high beams on at all times but use dozens of individual LEDs to cast a shadow box specifically over oncoming cars so nobody gets blinded. The US finally legalized matrix headlights in 2022, but because the testing requirements differ from Europe's, most automakers still disable the matrix functionality for cars shipped to the American market.



Regular Vehicle Maintenance Recommended



Technical Torque



These LINKS are here for you to use.

https://coh-baines.co.uk/collections/triumph	COH Baines
https://rimmerbros.com/Category--Triumph-Car-Parts--m-602	Rimmer Brothers
https://www.mevspares.co.uk/Triumph-Stag-Spars-Parts-Supplier/	Mev Spares
https://www.jamespaddock.co.uk/	James Paddock
https://robsport.co.uk/index.php	Rob Sport
https://www.ejward.co.uk/	E. J. Ward Parts
https://www.angclassiccarparts.co.uk/	ANG Classic Car Parts
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https://www.classiccarbs.com.au/	Classic Carburettors
https://www.chriswitor.com/index.php	Chris Witor
https://socspares.co.uk/store/	SOC British Car Parts
https://bbclassics.co.uk/	Bad Boys Classics UK
https://www.smoothsuspension.com.au/suspension/	Smooth Suspension
https://olliesgarage.com.au/	Ollies Garage Display

Club	Web Site Link
South Australian TSOA club (dedicated to all Triumph cars)	TSOASA
Victorian TSOA club (dedicated to all Triumph cars)	TSOAVIC
New South Wales TSOA club (dedicated to all Triumph cars)	TSOANSW
The TR register Australia (limits its interest to TR2 to TR3A/3B)	TRREG
Queensland TSOA Club (dedicated to all Triumph cars)	TSOAQ
Triumph car club of Victoria (all Triumph cars covered)	TCCV
Triumph club of Tasmania (all Triumph cars welcome)	TCCT
Triumph Sports Owners Association of WA	TSOAWA



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"Rebuilding my BMW 1600 engine at VCCH taught me more in a few weekends than years of tinkering
at home. Having the right tools, clear guidance, and expert oversight made all the difference."

— **Luke W.** | BMW 1600/2 | Engine Rebuild

"VCCH is exactly what our classic car community has been missing — a clean, professional workshop where learning is encouraged and help is always available."

— **Sarah M.** | Workshop Hire

"The engine building course was practical, thorough, and genuinely empowering. I now understand every component inside my motor — because I built it myself."

— **Tim R.** | Engine Building Course

"I bought a VCCH gift voucher for my father and it turned into one of his favourite experiences.
He still talks about his day on the hoist."

— **Andrew P.** | Gift Voucher

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- Improves reliability and safety

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Earn income through film, television and photoshoots with

Star Cars Agency – *For classic car film and TV bookings*)

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Offer your car for supported self-drive hire through

Vintage & Classic Car Hire – *For self-drive classic car hire opportunities*

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Too many of us are, literally, a dying breed. So pass on your skills to the next generations of classic car lovers while also earning income.

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Greg Tunstall Mechanical

2 Trade Street Ormiston QLD 4160
** Office located on Freeth Street*
Ph: 07 3821 0622 Fax: 07 3821 0328
Web: www.gregtunstallmechanical.com.au



British Classic Spare Parts

07-5439 9729

British Classic Spare Parts

Specialists in Parts for BMC, Triumph, Rootes Group
We also carry a small amount of parts for Vauxhall, Ford, Rover, Lotus, Jaguar



PO BOX 277, Beerwah, Sunshine Coast Qld 4519, Australia
Email: classicsportscarcenter@gmail.com
Web store: www.britishclassicspareparts.com.au

We stock 30,000 lines, if we do not have the part listed,
we may still have it in stock or can get it

List of Discounting Suppliers to Club Members

Auto Paint Supplies **Unit 3A, 145-147 Gladstone Street, Fyshwick ACT** **Ph: 6280 6848**	**Greg Tunstall Mechanical** **2 Trade St, Ormiston QLD 4160** **Ph: 07 3821 0622**
Canberra Brake and Clutch Services Pty Ltd **20 Molonglo Mall, Fyshwick ACT** **Ph: Dave or John on 6162 4351**	**Canberra Carburettor Services** **Murrumbateman.** **Call Dave on 6227 0702**
Consolidated Bearing Company **45 Kembla St, Fyshwick ACT** **Ph: 6280 6884**	**Lee & Thomas (Battery World)** **95 Grenville Court, Phillip ACT** **Ph: 6282 9884**
Motor Spares **Molonglo Mall, Fyshwick ACT** **Ph: 62806976**	**Nepean Classic Cars** **Unit 6, 123 Coreen Ave, Penrith NSW** **Ph: (02) 4732 3211**
Pedders Suspension **1/1 Salamander Ct, Phillip ACT** **Phone: 6281 4600**	**Pickard's of Melbourne** **10 Thompson St, Abbotsford VIC** **Ph: (03) 9428 9655**
The Battery Factory **141 Newcastle St, Fyshwick ACT** **Ph: 6280 5611**	**The Filter Factory (ENZED)** **3 Barrier St, Fyshwick ACT** **Ph: 6239 1526**
British Motor Imports Pty Ltd **23 Groves Ave, Mulgrave, NSW, 2756** **Ph: (02) 4587 7807**	







REGALIA

Club Clothing

The club has a range of clothing with our logo available for order. We have now added a Beanie and Cobalt blue long sleeve shirt with logo above the pocket to the range on offer.



Polo	$35
Shirt Biz – Short Sleeve	$55
Shirt Pilbara Cobalt blue – Long Sleeve	$50
Jacket - Arena	$80
Polar Fleece Jacket	$50
Sherpa Jacket	$60
Cap	$20
Beanie	$35

All items will have the club logo embroidered on them.
Other items in club colours may be available on request.

Further details can be found on our website members page and orders or any questions to Horst





FOR SALE

WANTED

FOR SALE from previous

Triumph Dolomite Sprint Spare Parts

There are lots of spare parts for a dolomite sprint.
Including:

- Extra set of high and low beam head lights. Price $40
- Second inlet manifold to fit this motor. Price $20
- Set of SU carbies to suit manifold. Price $120
- Distributor to fit motor. Price $35
- Starter motor to fit motor. Price $40
- Alternator to fit motor. Price $40
- Second radiator, requires clean and paint with mountings. Price $20
- 4 original Sprint rims and 3 steel rims. Price $255 lot, will split steel rims from this group.
- Sprint bonnet, requires painting, no rust and straight. Price $85
- Sprint tail shaft, will require new center bearing and both universals. Price $55
- 4 dolomite doors in good condition, green, NO rust and straight. Complete with glass and door furniture. No door cards and rubber seals will require replacing. Price $240

All spare parts priced individually (ONO) to sell separately or as a job lot.
Job lot for parts price negotiable.

Located in Scullin (Belconnen area) of the ACT.

Please contact Ian on 0412254901 to discuss or for more information.

For Repairs and Exchange starter motors, alternators, Wiper motors and other electrical equipment for club members. Prices are negotiable and are generally VERY affordable. Contact Ian Lock on 0412 254 901
